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THE AUTO- DATA BOOK



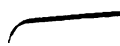
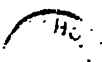
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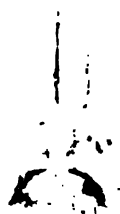


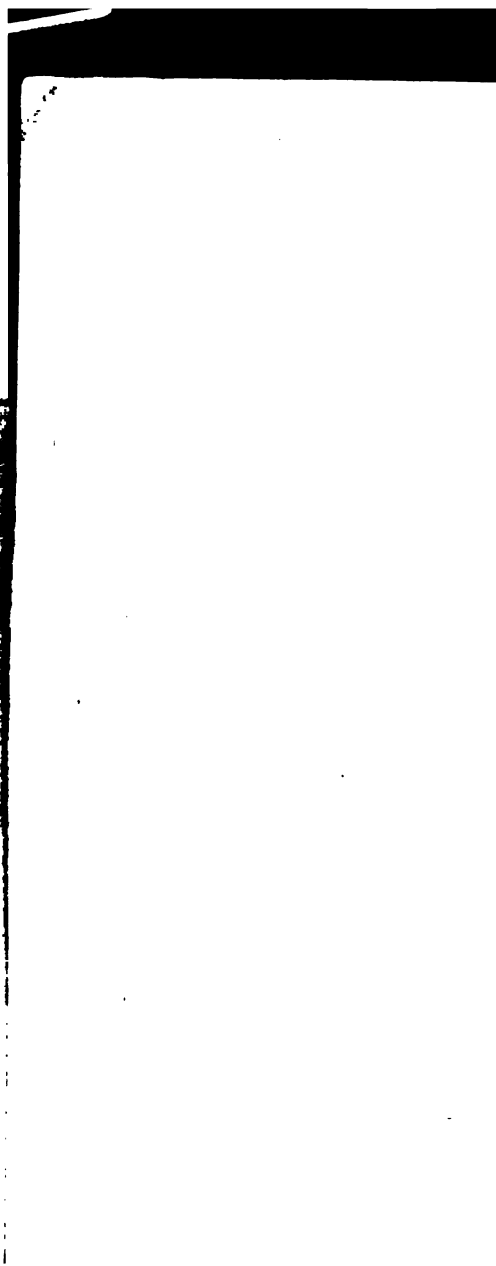
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AUTO DATA BOOK

1922 EDITION

(Edited by G. T. SIMONSON)

Price;
\$3.00 Each

For Additional Copies Address

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INCORPORATED
15-21 PARK ROW NEW YORK, N. Y.



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INTRODUCTION

IN offering The Auto Data Book to the trade, the publishers felt that a long sought-for want was being fulfilled, by compiling a concise compendium of useful automobile data, arranged for quick reference and in convenient pocket size.

ACKNOWLEDGEMENT is made to those manufacturers and individuals who have given their indorsement and contributed to the success of this publication.

The publishers will greatly appreciate suggestions from readers, especially calling our attention to any omission or error, so that the repetition of the mistake will be avoided in the next, and succeeding issues.



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Calendar 1922																											
January							May							September							October						
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Calendar 1921																											
January							May							September							October						
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February							June							November							December						
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1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
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M. L. BAYERN COMPANY, Inc.

AUTOMOBILE
INSURANCE
SPECIALISTS



250 WEST 57th STREET
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NEW YORK

H. A. BAYERN, President

Established 1893

ACE

Apex Motor Corporation, Ypsilanti, Michigan

5-Pass. Touring	\$2,260	Brougham	\$3,680
2-Pass. Roadster	2,260	Sedan	3,680

Engine Own, also H. E. Spillman
Cylinders Six
Bore & Stroke 3¼ x 5"
Rated H. P. 25.3
Shape of Cyl. L-head
Cast Block
Camshaft Drive Chain
Cooling System Pump
Oiling System Force feed-splash
Carburetor Stromberg
Fed By Vacuum
Ignition Connecticut
Start & Light Autos-Lite
Battery 6 volt
Clutch Warner Gear
Rear Axle Make Salisbury
Type Floating
Gear Ratio (H) 4.5
Car Driven Thru Torque
Torque Taken By
Wheelbase 123"
Tread 56"
Tires 32 x 4"
Rims Firestone
Rear Springs Semi-elliptical
Weight

ALLEN

Allen Motor Car Co., Columbus O.

5 Touring	\$1,385	Artcraft Tour.	\$1,795
2 Roadster	\$1,385	Artcraft Roadster	\$1,695
5 Sedan	\$2,195	Brougham	\$

Chassis \$1000

Engine Own
 Cylinders 4
 Bore & Stroke.....3½ x 5"
 Rated H. P.....19.6
 Brake H. P.....37
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive.....Helical gear
 Cooling System Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg 1"
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Westinghouse
 Spark Plug, 1914....¾" long
 Spark Plug, later....¾"
 Battery Prest-o-lite 6 volt
 Clutch Plate
 Rear Axle Make.....Own
 Type ¾ floating
 Gear Ratio (H).....4.63
 Car Drives Thru....Springs
 Torque Taken By....Springs
 Wheelbase 110
 Tread 56
 Tires 32 x 4" Miller Cord
 Rims Standweld
 Rear Springs.....Semi-elliptical
 Weight 2580

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	40	4	2000-2153	\$300
1915	33			
	34			
	35	4	3501-5235	\$350
1916	M-37	4	6000-11521	\$350
1917	M-3	4	11522-15980	\$400
1918	41	4	18001-21506	\$520

ALLEN—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	43	4	50000-	\$600
1920	43	4	50300-	\$900
1921	43	4	54756-	

Serial numbers 1915-16-17-18 on right hand front motor support. In 1919 on right hand gooseneck. Motor number on flange of gear case cover.

Year		Type	Price	H.P.
1914	40	Tour.	\$1,395	27
1915	33	Road.	875	20
	34	Tour.	895	20
	35	Tour.	1,095	20
	38	Road.	1,375	27
	40	7-Pass. Tour.	1,395	27
1916	32	Road.	795	22
	37	5-Pass. Tour.	795	22
1917	Classic (4)	5-Pass. Tr., 2-Pass. Rd.	895	22
		4-Pass. Road.	895	22
		5-Pass. Conv. Sdn.	1,195	22
		3-Pass. Coupe	1,175	22
1918	New Series			
	41 (4)	5-Pass. Tr.	1,095	22
		4-Pass. Road.	1,145	22
		5-Pass. Sedan	1,395	22
1919	41 (4)	5-Pass. Tour.	1,395	23
		5-Pass. Sedan.	1,695	23
1920	43	3-Road.	1,595	20
		5-Tour.	1,595	20
		5-Sedan	2,250	20
1921	43	5-Pass. Tour.	1,385	20
		5-Pass. Sedan.	2,195	20
		Artcraft Tour.	1,795	20
		Artcraft Roadster	1,695	20

(Wire Wheels, \$75.00 extra)

(Wood Disc Wheels, \$50.00 extra)

AMERICAN

American Motors Corp., Plainfield, N. J.

5-7 Touring	\$2,195-\$2,350	Limousine	\$
3 Roadster	\$2,350	Coupe	\$
7 Sedan	\$2,350	Brougham	\$

Engine Herschell-Spillman
 Cylinders 6
 Bore & Stroke.....3¼ x 5"
 Rated H. P.....25.35
 Brake H. P.....60
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive.....Helical gear
 Cooling System Pump
 Oiling System Force speed-splash
 Carburetor Stromberg 1¼"
 Fed By Vacuum
 Ignition Connecticut
 Spark Plug ⅞"
 Start & Light.....Gray-Davis
 Battery 6 volt
 Clutch Dry plate disc
 Rear Axle Make.....Salisbury
 Type Full floating
 Gear Ratio (H).....5.25
 Car Drives Thru....Springs
 Torque Taken By....Springs
 Wheelbase 127"
 Tread 56"
 Tires 32 x 4" Cord
 Rims Jaxon
 Rear Springs.....Semi-elliptical
 Weight 2790

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	A	6	A1-A60	\$ 275
	B	6	B61-B250	\$
1918	B	6	251-850	\$ 450
1919	B	6	851 to 1765	\$ 870
1920	C	6	3000 up	1,492
1921	G'tr			
	Amer. C 6	6	3000-	

Serial numbers: inside dash under hood, left hand side. Motor numbers: left hand side of motor amidship

AMERICAN (Continued)

Year		Type	Price	H.P.
1917	Amer.	5-Pass. Tour.	\$1,375	22
	(6)			45
1918	B (6)	5-Pass. Tour.	1,595	22
		2-Pass. Speedster	1,695	22
		2, 4-Pass. Clf. Rd.	1,845	22
1919	B (6)	5-Pass. Tour.	1,765	23
		7-Pass. Tour.	1,865	23
		2-Pass. Road.	1,835	23
1920	B (6)	5-Pass. Tour.	1,865	23
		7-Pass. Tour.	1,965	23
		3-Pass. Road.	1,895	23
		6-Pass. Sedan	2,950	23
1921	G'tr	7-Pass. Tour.	2,475	25
	Amer.	5-Pass. Road., Tour.	2,395	25
	C	4-Pass. Sport	2,595	25
		Sedan	3,495	25

ANDERSON

Anderson Motor Co., Rock Hill, S. C.

5-7 Touring	\$1,795-\$1,825	Speedster	\$2,195
2-5 Roadster	\$1,795	Coupe	\$2,750
5 Sedan	\$2,750	Sport	\$1,795

Engine Continental
 Cylinders 6
 Bore & Stroke..... $3\frac{1}{4} \times 4\frac{1}{2}$ "
 Rated H. P..... 25.35
 Brake H. P..... 55
 Shape of Cyl..... L-head
 Cast Block
 Valve Lift $5/16$ "
 Camshaft Drive..... Helical gear
 Cooling System..... Pump
 Oiling System Force feed-splash
 Carburetor Rayfield $1\frac{1}{4}$ "
 Fed By..... Vacuum
 Ignition Connecticut
 Start & Light..... Remy
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make..... Salisbury
 Type Full floating
 Gear Ratio (H)..... 4.50
 Car Drives Thru..... Springs
 Torque Taken By.... Springs
 Wheelbase 120"
 Tread 56"
 Tires 33×4 "
 Rims Firestone
 Rear Springs..... Semi-elliptic
 Weight 3100

Year	Model	Cyl.	Serial Numbers	Value to-day
1916	100A	6	111-1265	\$ 230
1917	100A	6	1266-1923	\$
	200A	6		\$ 309
	200B	6		\$
	200C	6		\$
1918	400A	6	1924-3000	\$ 566

ANDERSON (Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	400C	6	3001-up	\$ 944
	400D	6		\$
	400E	6		\$1,282
	400A	6		\$
	400G	6		\$1,003
1920	C	6	35-1-up	\$1,490
	G	6	36-1-up	\$1,500
	A	6	37-1-up	\$1,500
	D	6	34-1-up	\$1,500
	B	6	33-1-up	\$2,300
	E	6	38-1-up	\$2,250

Serial numbers: on plate under hood, right side dash

Motor numbers: on left hand side crank case.

Year	Type	Price	H.P.
1916	100A-B (6) Tr., Rd.	\$1,250	25
	200M-B (6) Tr., Rd.	1,250	25
	300M (6) Tour.	1,300	25
1917	200A (6) 6-Pass. Tour.	\$1,395	25
	200C (6) 5-Pass. Tour.	1,395	25
	200B (6) 4-Pass. Tour.	1,395	25
1918	400B (6) Sport	1,475	25
	400C (6) 5-Pass. Tour.	1,475	25
	400D (6) Sport	1,475	25
	400A (6) 7-Pass. Tour.	1,525	25
	400E (6) Sedan	2,165	25
	400F (6) Sport	1,925	29
1919	400C (6) 5-Pass. Tour.	1,775	25
	400D (6) Conv. Road.	1,775	25
	400A (6) 7-Pass. Tour.	1,850	25
	400G (6) 4-Pass. Spt. Tour.	1,830	25
	400E (6) Conv. Sedan	2,650	25
1920	C (6) 5-Pass. Tour.	1,895	25
	G (6) 4-Pass. Sport	1,925	25
	A (6) 7-Pass. Tour.	1,945	25
	D (6) Conv. Road.	1,945	25
	E (6) Coupe	2,800	25
	B (6) Sedan	2,950	25
1921	A-47 7-Pass. Tour.	1,825	25
	B-43 4-Pass. Coupe	2,750	25

ANDERSON (Continued)

Year	Type	Price	H.P.
C-45	5-Pass. Tour.	1,795	25
D-44	2-5-Pass. Road.	1,795	25
E-48	5-Pass. Sedan	2,750	25
F-42	2-Pass. Speedster	2,195	
G-46	4-Pass. Sport	1,795	25

APPERSON

Apperson Bros. Automobile Co., Kokoma, Ind.

4-7 Touring	\$3,500	Limousine	\$
2 Roadster	\$3,500	Coupe	\$
7 Anniversary Four	\$4,250	4 Sporster	\$3,500
7-4 Sedanette	\$4,500		

Engine Own
 Cylinders 8
 Bore & Stroke.....3¼ x 5"
 Rated H. P.....33.80
 Brake H. P.....65
 Shape of Cyl.....L-head
 Cast 4
 Valve Lift.....11/32"
 Camshaft Drive.....Helical gear
 Cooling System.....Thermo-syphon
 Oiling System.....Full force feed
 Carburetor Johnson 1¼"
 Fed By.....Vacuum
 Ignition Remy
 Start & Light.....Bijur
 Sp'k Plugs, '16, 6-cyl. 7/8"
 Sp'k Plugs, '16, 8-cyl. 7/8" long
 Spark Plugs, Prior.. 7/8"
 Battery Willard 6-8 vol
 Clutch Dry disc
 Rear Axle Make.....Own
 Type ¾ Floating
 Gear Ratio (H).....4.25
 Car Drives Thru.....Springs (Stampar)
 Torque Taken By...Springs (Stampar)
 Wheelbase 130"
 Tread 56"
 Tires 34 x 4½" Goodyear Cord
 Rims Firestone
 Rear Springs.....¾ Elliptic (Stampar)
 Weight 3700 lbs.

Serial numbers: 1915 right front motor leg and
 all 6-cyl. cars. On 8-cyl., right front side of crank
 case. Motor numbers: located the same.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	55	4	5500-8000	\$
	45	6	6300-6400	\$

APPERSON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	40	4	8500-9000	\$225
	60	6	8000-8500	\$250
	45	6	10000-12000	\$255
1916	6-16	6	15000-17000	\$344
	8-16	8	12000-13000	\$400
1917	6-17	6	15000-17000	\$434
	8-17	8	13000-15000	\$710
1918	6-18	6	15000-17000	\$991
	8-18	8	18000-up	\$1,292
1919	8-18	8		\$1,292
	8-18	8Ann		\$2,050
1920	8-20	8		\$2,500
1921	8-21	8	24000-up	

Serial and motor numbers on right front side of crankcase.

Year		Type	Price	H.P.
1914	Light 4-45	Road. Tour.	\$1,600	32
		Coupe	2,350	32
	4-45	5 Pass. Tour.	1,785	32
		Sedan Lim.	2,500	32
	6-45-58 (6)	Road., 5-Pass. Tour	2,200	34
		7-Pass. Tour.	2,300	34
1915	4-40	5-Pass. Tour.	1,350	26
	6-45 (6)	5-Pass. Tour.	1,485	29
	6-48 (6)	7-Pass. Tour.	1,585	29
	4-45	Road., Tour.	1,685	32
		Coupe	2,350	32
1915	6-60 (6)	Road., 5-Pass. Tour.	2,200	43
		7-Pass. Tour.	2,350	43
1916	Six (6)	5-Pass. Tour.	1,485	29
		Road., 7-Pass. Tour.	1,550	29
	Eight (8)	Road., 7-Pass. Tour.	1,850	31
		4-Ps. "Speedboy" Rd.	2,000	31
1917	6-17-5 (6)	5-Pass. Tour.	1,790	29
	6-17-4 (6)	4-Pass. Road.	1,850	29
	6-17-7 (6)	7-Pass. Tour.	1,850	29
	8-17-4 (8)	4-Pass. Road.	2,000	34
	8-16-7 (8) 58	7-Pass. Tour.	2,000	34
1918	6-18-4 (6)	4-Pass. Road.	2,200	29
	6-18-7 (6)	7-Pass. Tour.	2,200	29
	8-18 (8)	4-Ps. Rd., 7-Ps. Rd.	2,800	34
		7-Pass. Sedan	3,500	34
		7-Pass. Spec. Annivs'y	3,500	34



APPERSON—(Continued)

Year		Type	Price	H.P.
1919	8-19 (8)	4-Pass. Road.	\$2,950	50-60
		7-Pass. Tour.	2,950	50-60
		7-Pass. Sedan	3,700	50-60
		7-Pass. Spec. Annivs'y	4,000	50-60
1920	8-20 (8)	2-Pass. Ace	3,250	50-60
		4-Pass. Sp'tster	3,250	50-60
		7-Pass. St'd Tour.	3,250	50-60
		Sedan, Sedanette	4,500	50-60
		4-Pass. Coupe	4,500	50-60
		7-Pass. Berlin	4,725	50-60
		7-Pass. Tr., 4-Pass.		
		Trstr.	4,250	50-60
		7-Pass. Sedan	6,000	50-60
		4-Pass. Coupe	6,000	50-60
		4-Pass. Cabriolet	6,000	50-60
1921	8-21	7-Pass. St'd Tour.	3,500	50-60
		4-Pass. St'd Sport.	3,500	50-60
		4-7-Pass. St'd Sedanette	4,500	50-60
		Anniv. Tour.	4,250	50-60
		Anniv. Tourster	4,250	50-60

AUBURN

Auburn Automobile Co., Auburn, Ind.

5 Touring	\$1,695	Limousine	\$
2-4 Roadster	\$1,745	4 Coupe	\$2,795
5 Sedan	\$2,795	Brougham	\$

Engine	Continental
Cylinders	6
Bore & Stroke	3 1/4 x 4 1/2"
Rated H. P.	25.35
Brake H. P.	42
Shape of Cyl.	L
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force feed and splash
Carburetor	Rayfield 1"
Fed By	Vacuum
Ignition	Remy S-H
Start & Light	Remy 2
Spark Plugs, '16-'19.	7/8"
Spark Plugs, Prior.	Metric
Battery	Willard 6 volt
Clutch	Dry disc
Rear Axle Make	Columbia
Type	Full floating
Gear Ratio (H)	4.42
Car Drives Thru	Springs
Torque Taken By	Torque arm
Wheelbase	120"
Tread	56"
Tires	33x4" Goodrich strait side
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2955 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	40	4		
	41	4	(On end of seat,	\$
	46	6	left side.)	\$
1915	40	4		\$210
	40	6	12075-up	\$210
1916	38	4	(Motor No. on	\$304
	38	6	crank case, left	\$309
	40A	6	side.)	\$254
1917	36	4		\$307
	39	6		\$469
	44	6		\$471

AUBURN—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	39B	6		\$643
	44	6		\$757
1919	39H&K	6		\$ 966
1920	39H&K	6	22000-	\$1,437

Serial numbers: end of seat, left side. Motor numbers: left side crank case.

Year	Type	Price	H.P.
1914	4-40 Road., 5-Pass. Tour.	\$1,490	32
	Coupe	1,690	32
	6-Pass. Tour.	1,590	32
	6-45 (6) Road., 5-Pass. Tour.	2,000	34
	6-46 (6) 6-Pass. Tour.	2,100	34
1915	4-36 Road., Tour	1,075	22
	4-43 Road., Tour	1,500	32
	6-40 (6) Road., Tour	1,550	29
	6-47 (6) Road., Tour.	2,000	34
1916	4-38 Road., 5-Pass. Tour.	985	24
	6-38 (6) Road., 5-Pass. Tour.	1,050	22
	6-40A (6) Road., 7-Pass. Tour.	1,375	29
	Union 4-36 5-Pass. Tour.	895	22
	Union 5-Pass. Tour.	895	22
1917	6-39 (6) 2, 4-Ps. Rd., 5-Ps. Tr.	1,195	22
	4, 5-Ps. Conv. Sedan	1,370	23
1917	6-44 (6) 4-Ps. Rd., 7-Ps. Tr.	1,635	29
	7-Pass. Conv. Sedan	1,885	29
	4-36 (4) Road., 5-Pass. Tour.	895	22
1918	6-39-B (6) 5-Pass. Tour.	1,345	25
	6-39-E (6) 4-Pass. Chummy Road.	1,345	25
	6-39 (6) 4-Pass. Sport	1,395	25
	6-39-B (6) 5-Pass. Conv. Sedan		
	(demount. top)	1,595	25
	6-44 (6) 7-Pass. Tour.	1,685	29
	Sport	1,685	29
	7-Pass. Conv. Sedan	1,985	29
	7-Pass. Spgfd. Sedan	2,450	29
1919	6-39-H 5-Pass. Tour.	1,695	25
	6-39-K 4-Pass. Road.	1,695	25
	6-39-R 2-Pass. Road.	1,695	25
	6-39 5-Ps. Sedan, 4-Ps. Cpe.	2,775	25
1920	6-39-H 5-Pass. Tour.	1,795	25
	6-39-K 4-Pass. Tourster	1,795	25
	6-39-R 2-Pass. Tourster	1,845	25
	6-39 5-Ps. Sedan, 4-Ps. Cpe.	2,775	25



AUBURN—(Continued)

ar		Type	Price	H.P
.1	39-H, X	5-Pass. Tour.	1,695	25
	K	4-Pass. Roadster	1,745	25
	R	2-Pass. Roadster	1,745	25
	6-39	5-Pass. Sedan	2,795	25
		4-Pass. Coupe	2,795	25

AUSTIN

Austin Automobile Co., Grand Rapids, Mich.

6 Touring	\$5,500	7 Limousine	\$7,000
4 Roadster	\$5,500	Coupe	\$
7 Sedan	\$6,750	Brougham	\$

Engine Weidely
 Cylinders 12
 Bore & Stroke.....27/8 x 5"
 Rated H. P.....39.68
 Brake H. P.....80
 Shape of Cyl.....Valve-in-head
 Cast Threes
 Valve Lift
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Delco
 Start & Light.....Delco
 Spark Plugs 7/8"
 Battery 6 volt
 Clutch Dry disc plate
 Rear Axle Make....Special Austin
 Type Full floating
 Gear Ratio (H)....3.75
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 142"
 Tread 56"
 Tires 34 x 4 1/2"
 Rims Firestone
 Rear Springs Double cantilever
 Weight 4250 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	66	6	1400-6075	\$ 197
1916	48-66	6	F-012-F-1045	\$ 212
	36-66	12	1510-6117	\$ 225
1917	12	12	C-1003-C-2862	\$ 662
1918	same	same	same	\$ 872
1919	12	12	C-2862-C up	\$1.012
1920	..	12		\$3,000

Serial numbers; on instrument board. Motor numbers: top of timing gear case.

AUSTIN—(Continued)

Year		Type	Price	H.P.
1914	55 (6)	Run., Tour.	\$4,000	38
		Limousine	5,000	38
	77 (6)	Run., Tour.	6,000	49
		Limousine	7,000	49
1915	66 (6)	Road., Tour.	3,600..	
1916	36-66 (6)	4-Pass. Road.	2,800	36
		6-Pass. Cl. Cpld.	2,800	36
	48-66 (6)	4-Pass. Road.	3,600	49
		6-Pass. Cl. Cpld.	3,600	49
1917-18	Highway	6-Ps. Tr., 4-Ps. Rd.	3,750	40
	King (12)	7-Pass. Sedan	4,950	40
		7-Pass. Limousine	5,250	40
1919	Highway			
	King (12)	6-Ps. Tr., 4-Ps. Rd.	4,250	40
		7-Pass. Sedan	5,500	40
		7-Pass. Lim.	5,750	40
1920	Highway			
	King (12)	6-Ps. Tr., 4-Ps. Rd.	5,500	40
		7-Pass. Sedan	6,750	40
		7-Pass. Lim.	7,000	40

BEGGS

Beggs Motor Car Co., Kansas City, Mo.

Touring	\$1,775	5-7 Sedan	\$2,775
Sportster	\$1,975		

Engine Continental
 Cylinders 6
 Bore & Stroke.....3¼ x 4½"
 Rated H. P.....25.36
 Brake H. P.....42
 Shape of Cylinder...L-head
 Cast Threes
 Valve Lift.....0.28
 Camshaft Drive.....Helical
 Cooling System.....Pump
 Oiling System.....Force feed-splash
 Carburetor Stromberg 1¼"
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Auto-Lite
 Spark Plugs.....7/8"
 Battery Exide
 Clutch Dry Disc
 Rear Axle Make....Stampar
 Type ¾ Floating
 Gear Ratio (H).....4.25
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 120"
 Tread 56"
 Tires 33 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 2960

yr	Model	Cyl.	Serial Numbers	Value To-day
9	19	6	11019-12599	\$ 800
0	20-T	6	210-	\$1,000
1	21-T' 4-5-Pass. Road., Tour.			1,775
	Sportster			1,975
	Sedan			2,775

Serial Numbers: On front seat box for 1919; on dash or 1920. Motor numbers on side of crankcase.

yr	Type	Price	H.P.
9	19 4-5-Pass. Road., Tour.	\$1,530	25
0	20-T 5-Pass. Tour.	1,835	25

BELL

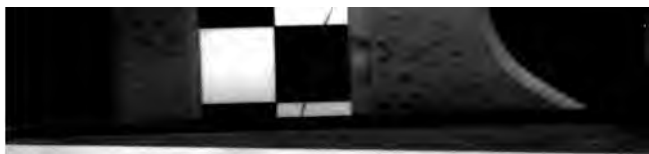
Bell Motor Car Co., Inc., York, Pa.

5 Touring	\$1,495	Limousine	\$
4 Roadster	\$1,495	Coupe	\$
Sedan	\$	Brougham	\$

Engine Gelden, Belknap & Swar
 Cylinders 4
 Bore & Stroke..... $3\frac{3}{4} \times 4\frac{1}{4}"$
 Rated H. P.....22.50
 Brake H. P.....36
 Shape of Cylinder...Valve-in-head
 Cast Block
 Valve Lift..... $7/32"$
 Camshaft Drive.....Spur gear
 Cooling System.....Thermo-syphon
 Oiling System.....Force feed-splash
 Carburetor Stromberg 1"
 Fed By Vacuum
 Ignition Atwater-Kent
 Start & Light.....Auto-Lite
 Spark Plugs..... $\frac{7}{8}"$
 Battery 6 volt
 Clutch Plate
 Rear Axle Make....Peru
 Type Full floating
 Gear Ratio (H)....4.50
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 114"
 Tread 56"
 Tires 31 x 4"
 Rims Firestone
 Rear Springs Cantilever
 Weight 2450 lbs.

Year	Model	Cyl.	Serial Numbers	Val To-d
1916	16	4		\$
1917	17	4		\$
1918	B-4	4		\$
1919	4-32	4	14000 to 15001	
1920	4-32	4	15001 to 9	

Year	Model	Type	Price
1916		Road., Tour.	\$7'
1917	17	Touring	f



BELL—(Continued)

Year	Model	Type	Price	H.P.
1918	B (4)	Tour., Road.	995	22
	Spec. (4)	Tour., Road	1,145	22
1919	4-32	2-5-Pass. Tr., Rd.	1,395	23
1920	4-32	4-5-Pass. Tr., Rd.	1,395	23
1921	4-32	4-5-Pass. Tr., Rd.	1,495	23
1921	4-32	4-5-Pass. Tr., Rd.	1,495	23

BIDDLE

Biddle Motor Car Co., Inc., W. 142nd St., N. Y. City.

5 Touring	\$3,475	Limousine	\$6,000
3 Roadster	\$3,475	Coupe	\$4,750
5 Sedan	\$4,750	Brougham	\$6,000

Engine	Buda
Cylinders	4
Bore & Stroke	3¼ x 5½"
Rated H. P.	22.50
Brake H. P.	48
Shape of Cylinder	...L-head
Cast	Block
Valve Lift	¾"
Camshaft Drive	Helical
Cooling System	Thermo-syphon
Oiling System	Force feed and splash
Carburetor	Zenith 1¼"
Fed By	Vacuum
Ignition	Simms
Start & Light	Gray & Davis
Spark Plugs	¾"
Battery	Willard 6 volt
Clutch	Dry disc
Rear Axle Make	Stampar
Type	Semi-floating
Gear Ratio (H)	4.50
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	121"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2850 lbs.

Year	Model	Cyl.	Serial Numbers	Val To-d
1915	C	4	200-299	\$ 3
1916	D	4	300-499	\$ ' 1
1917	D	4	500-999	\$ ' 1
1918	H	4	1000-1299	\$ ' 1
	K	4	1300-1499	\$ ' 1
1919	H	4	1500-	
1920	B	4	-3000	
1921	B	4	3001-	

Serial numbers: Right side of dash. Motor number
Left side of top crank case.



BIDDLE—(Continued)

	Type	Price	H.P.
r H	2, 4-Pass. Road.	\$2,500	22
	4-Pass. Tour.	2,550	22
	5-Pass. Tour.	2,600	22
	4-Pass. Sporting	2,800	22
	Brougham	3,900	22
	Brougham (full panel)	3,950	22
	Landau Brougham	4,000	22
HA	Skeleton Sedan	4,000	22
	2, 4-Pass. Road	3,500	26
	4-Pass. Tour.	3,575	26
	5-Pass. Tour.	3,700	26
	4-Pass. Sporting	3,800	26
	Brougham	4,900	26
	Brougham (full panel)	4,950	26
H (4)	Landau Brougham	5,000	26
	Skeleton Sedan	5,000	26
	4-Pass. Roadster	2,600	22
	3-Pass. Rd., 4-Pass. Tr.	2,650	22
	Brougham	3,900	22
	Landau Brougham	4,000	22
	Skeleton Sedan	4,100	22
K (4)	3-Pass. Roadster	3,550	26
	4-Pass. Touring	3,600	26
	6-Pass. Touring	3,750	26
	Brougham	4,850	26
	Landau Brougham	4,950	26
	Skeleton Sedan	5,050	26
	2-Ps. Sp'dway Sp'l	2,850	23
H (4)	4-Pass. Tour.	2,750	23
	6-Pass. Tour.	3,000	23
	4, 6-Ps. Brougham	3,900	23
	4, 6-Ps. Collap. Town	4,000	23
	Skeleton Sedan	4,100	23
	4-Ps. Cath. Sedan	4,600	23
	4-Ps. Cath. Sedan	4,600	23
B-1	4-Pass. Tour.	3,750	23
	3-Pass. King Rd.	3,750	23
	4-Ps. Brewster Rd.	3,750	23
	6-Pass. Tour.	3,950	23
	4-Ps. Cath. Sedan	4,600	23

BIRCH (SUPER-FOUR)

Birch Motor Cars.,

Chicago, Ill.

5 Touring	\$1,195	7 Sedan	\$1,795
3 Roadster	\$1,195	4 Sport.	\$1,245

Engine Lycoming
 Cylinders 4
 Bore & Stroke.....3½ x 5"
 Rated H. P.....19.5
 Brake H. P.....37
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift.....3/16"
 Camshaft Drive.....Helical
 Cooling System.....Thermo-syphon
 Oiling System.....Force and splash
 Carburetor Carter
 Fed By Pump
 Ignition Atwater-Kent
 Start & Light.....Dyneto
 Spark Plugs.....7/8"
 Battery Prest-O-Lite
 Clutch Disc
 Rear Axle Make....Peru
 Type Full floating
 Gear Ratio (H)....4.25
 Car Drives Thru....**Springs**
 Torque Taken By...Springs
 Wheelbase 117"
 Tread 56"
 Tires 32 x 4
 Rims Standweld
 Rear Springs Semi-elliptic
 Weight 2450

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	30	4	7900 to 8400	\$
1917	32	4	101 to 1365	\$
1918	35	4	12700 to 15040	\$ 400
1919	36	4	15040 to 16600	\$ 600
1920	40	4	4200 and up	\$ 800

Serial numbers on right front spring horn; on dash.
 Motor numbers on right side of motor.

BIRCH (SUPER-FOUR)—(Continued)

Year		Type	Price	H.P.
1916	30	Touring	\$ 695	20
1917	32	Touring	745	20
1918	35	Touring	995	20
1919	36	5-Pass. Touring	1,295	20
1920	40	5-Pass. Touring	1,495	20
		Sedan	2,495	20
1921		5 Pass. Touring	1,195	20
		3-Pass. Roadster	1,195	20
		7-Pass. Sedan	1,795	20
		4-Pass. Sport	1,245	20

BIRCH (LIGHT FOUR) 30

Chicago, Ill.

5 Touring \$1,045

2 Roadster \$1,045

Engine Le-Roi
Cylinders 4
Bore & Stroke.....3½ x 4½"
Rated H. P.....16.90
Brake H. P.....
Shape of Cylinder...L-head
Cast Block
Valve Lift.....
Camshaft Drive.....Helical gear
Cooling System.....Thermo-syphon
Oiling System.....Force feed-splash
Carburetor Schebler
Fed By Vacuum
Ignition Connecticut
Start & Light.....Allis-Chalmers
Spark Plugs.....¾"
Battery Willard
Clutch Dry disc
Rear Axle Make....Peru
Type Full floating
Gear Ratio (H)....4.50
Car Drives Thru...Torque tube
Torque Taken By...
Wheelbase 108"
Tread 56"
Tires 30 x 3½"
Rims Stanweld
Rear Springs Cantilever
Weight 2180

BIRCH (LIGHT SIX

Chicago, Ill.

5 Touring \$1,395
3 Roadster \$1,395

7 Sedan \$1,995
4 Sport \$1,445

Engine Continental
Cylinders 6
Bore & Stroke..... $3\frac{1}{4} \times 4\frac{1}{2}"$
Rated H. P.....25.35
Brake H. P.....48
Shape of Cylinder...L-head
Cast Block
Valve Lift.....
Camshaft Drive.....Helical
Cooling System.....Pump
Oiling System.....Force feed-splash
Carburetor Stromberg
Fed By Vacuum
Ignition Connecticut
Start & Light.....Remy
Spark Plugs..... $\frac{7}{8}"$
Battery Willard
Clutch Dry disc
Rear Axle Make....Timkin
Type $\frac{3}{4}$ floating
Gear Ratio (H)....4.15
Car Drives Thru...Springs
Torque Taken By...
Wheelbase 117"
Tread 56"
Tires 34 x 4"
Rims Stanweld
Rear Springs Semi-elliptic
Weight 2680

BOUR DAVIS

Louisiana Motor Car Co., Shreveport, La.

5 Touring \$2,385 Sedan \$
Roadster \$2,385

Engine Continental
Cylinders 6
Bore & Stroke.....3 1/4 x 4 1/2"
Rated H. P.....25.35
Brake H. P.....42
Shape of Cyl.....L-head
Cast Block
Valve Lift 5/16"
Camshaft Drive....Helical gear
Cooling System....Pump
Oiling System.....Splash
Carburetor Zenith
Fed By Vacuum
Ignition Westinghouse
Start and Light....Remy
Spark Plugs 7/8"
Battery Willard, 6 volt
Clutch Multiple Disc
Rear Axle Make....Salisbury
Type 3/4 Floating
Gear Ratio (H)....4.75
Car Drives Thru...Springs
Torque Taken By...Springs
Wheelbase 126"
Tread 56"
Tires 33 x 4 1/2"
Rims Firestone
Rear Springs.....Semi-elliptic
Weight 2900 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	17	6		\$
1917	17-A		1-1267	\$
	17-B		1000-1022	\$
1918	18-B		1100-1134	\$ 460
1919	20		1-200	\$ 650
1920	21-S,-R		2000-3000	\$1,000
1921	21-S		2000-	\$

Serial numbers: on dash under hood, or outside front seat base. Motor numbers: left side of motor.

BOUR DAVIS—(Continued)

Year		Type	Price	H.P.
1916	17	5-Pass. Tour.	\$1,250	25
		5-Pass. Enclosed	1,500	25
1917	(6)	5-Pass. Tour.	\$1,250	25
1917	(6)	5-Pass. Tour.	1,250	25
		With Winter Top	1,500	25
1918	18-B (6)	5-Pass. Tour.	1,650	29
1919	20	5-Pass. Tour.	1,850	25
1920	21-S	5-Pass. Tour.	2,750	29
	20	5-Pass. Tour.	1,950	25
1921	21-S	7-Pass. Tour., 8 Road.	2,385	29

BRADLEY

Bradley Motor Car Co., Cicero, Ill.

5-Pass. Touring \$1,370

Engine Lycoming
 Cylinders Four
 Bore & Stroke.....3 1/2 x 5"
 Rated H. P.....19.6
 Brake H. P.....
 Shape of Cyl.....Head & Side
 Cast
 Valve Lift
 Camshaft Drive
 Cooling System Thermo-Syphon
 Oiling System Splash
 Carburetor Carter
 Fed By Vacuum
 Ignition Connecticut
 Size Spark 7/8"
 Start & Light.....Westinghouse
 Battery
 Clutch Borg & Beck
 Rear Axle Make....Timken
 Type 3/4 Floating
 Gear Ratio (H).....5.25
 Car Drives Thru....Torque
 Wheelbase 116"
 Tread
 Tires 33 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	H	4	1400-up	

Serial numbers under front seat, on dash and on bottom all doors.

BREWSTER

Brewster & Co., Long Island City, N. Y.

5 Touring	\$6,000	6 Limousine	\$10,600
-3 Roadster	\$7,000	Coupe	\$
5 Sedan	\$10,500	6 Brougham	\$10,500
		6 Landulet	\$10,800

Engine Own
 Cylinders 4
 Bore & Stroke.....4 x 5 1/2"
 Rated H. P.....25.26
 Brake H. P.....60
 Shape of Cyl.....Sleeve valve
 Cast Block
 Valve Lift
 Camshaft Drive Chain
 Cooling System Pump
 Oiling System Force feed
 Carburetor Stromberg 1 1/4"
 Fed By Vacuum
 Ignition Berling
 Start & Light.....U S L - 1
 Spark Plugs 7/8"
 Battery U S L 12 volt
 Clutch Cone
 Rear Axle Make....Own
 Type Floating
 Gear Ratio (H)....4.25
 Car Drives Thru....Torque tube
 Torque Taken By...Torque tube
 Wheelbase 125"
 Tread 56"
 Tires 34x4 1/2" Kelly Springfield
 Rims Firestone
 Rear Springs Cantilever (Merril)
 Weight 3900 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	All one series, one			
to	model. 4-cyl.		41000-up	\$1,738
1918				
1919	41, 91	4	41006-91341	\$3,500
1920	91	4	91342-94242	
1921	91	4	91375-up	

Serial number on motor side of dash.

BREWSTER—(Continued)

Year		Type	Price	H.P.
1917	(4)	Open Phaeton	\$7,200	26
		Town Br., Coun. Br.	7,800	26
		Glass Quarter Br.	7,800	26
		Land. Encl. Drive	7,900	26
		Limousine	8,000	26
		Touring Landaulet	8,300	26
		Runabout	\$6,700 to 7,750	26
1918	One (4)	Touring	7,700	26
		Runabout	\$7,200 to 8,250	26
		Town or Country Br.	8,300	26
		Landaulet, Lan.-Lim.	8,400	26
		Enclosed Drive	8,400	26
		Limousine	8,500	26
		Touring Landaulet	8,800	26
1919	41, 91	2-Pass. Runabout	7,450	26
		5-7-Pass. Phaeton	7,600	26
		2-Pass. Town Car	8,900	26
		7-Ps. Tour., Land.	9,200	26
1920	9-HO 2	2-Pass. Runabout	9,000	26
		5-7-Pass. Phaeton	9,000	26
		3-Pass. Town Car	10,500	26
		7-Pass. Tour., Land.	10,500	26

BRISCOE

Briscoe Motor Corp., Jackson, Mich.

5 Touring	\$1,085	Pannel Delivery	\$1,160
2 Roadster	\$1,085	Coupe	\$1,685
5 Sedan	\$1,685	Open Delivery	\$1,085

Engine Own
 Cylinders 4
 Bore & Stroke.....3 3/8 x 5"
 Rated H. P.....18.23
 Brake H. P.....30
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift 9/32"
 Camshaft Drive ...Spur gear
 Cooling System Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Scoe 1 1/8"
 Fed By Gravity
 Ignition Connecticut
 Start & Light.....Auto-Lite
 Battery Presto-Lite 6 volt
 Spark Plugs 7/8"
 Clutch Cone
 Rear Axle Make....Own
 Type Semi-floating
 Gear Ratio (H)....4.23
 Car Drives Thru...Springs
 Torque Taken By..Torque Rod
 Wheelbase 109"
 Tread 56"
 Tires 31 x 4"
 Rims Cleveland
 Rear Springs Elliptic (Alloy)
 Weight 2100 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914-5	B-15	4	101-4000	\$115
1916	24	4	15001-18846	\$
	38	4	5001-8751	\$
	38	8	same	\$130
1917	24	4	18847-26604	\$350
1918	24	4	26605-34885	\$425
1919	B-24	4	34854-45240	\$650
1920	B-4-24	4	45241-45786	\$
1921	24	4	50000-	\$

Serial numbers: 1914-15 on heel board of front seat. All others on dash plate. Motor numbers on right side of cylinder block, below water inlet.

BRISCOE—(Continued)

Year		Type	Price	H.P.
1914		Road. Tour.	\$750	16
1915		Road. Tour.	785	16
		Coupe	1,250	16
1916	4-38 (4)	Road., Tour.	785	19
	8-38 (8)	Road., Tour.	985	29
1917	4-24 (4)	2-Pass. Run., 4-Pass. Rd.	725	16
		5-Pass. Tour.	725	16
		Coachaire	850	16
1918	B-24 (4)	5-Pass. Tr., 2-Pass. Run.	825	16
		2-Pass Road. with		
		All-Seasons Top	950	16
1919	B-24 (4)	2-Ps. Rd., 5-Ps. Tr.	985	16
1919	B-4-24 (4)	5-Pass. Tour.	1,285	
	4-24	3-Ps. C'pe, 5 Ps. Sedan	1,885	18
1921		2-5-Pass. Road., Tour.	1,085	18
		5-Pas. Sedan, Coupe	1,685	18



BROOKS

Spacke Machine & Tool Co., Indianapolis, Ind.

BROOK'S—21—

Indianapolis, Indiana

Roadster \$395.00 Starting and Generator Extra

Engine Spacke De Luxe
Cylinders 2
Bore & Stroke.....3½ x 3⅝"
Rated H. P.....9.13
Brake H. P.....13
Shape of Cyl.....L-head
Cast Single
Valve Lift 5/16"
Camshaft Drive....Helical Gear
Cooling System....Air
Oiling System.....Gravity Splash
Carburetor 1" Carter
Fed By Gravity
Ignition Atwater-Kent
Start & Light.....Dyneto
Spark Plugs 7.10
Battery Prest-O-Lite 6
Clutch Dry Disc
Rear Axle Make....Spacke
Type Live
Gear Ratio 5 to 1
Car Drives Thru...Springs
Torque Taken By...Torque Tube and Springs
Wheel Base.....90"
Tread 46"
Tires 28 x 3"
Rims Dayton wire wheel
Rear Springs ¼ elliptic
Weight 840

Car	Model	Cyl.	Serial Numbers	Value
				To-day
9	20		100-1500	\$
0	21		1501-	\$
1	S-21		1501-	\$

Serial numbers: located on right side of cowl board.
Motor numbers: front of motor.

Car	Type	Price	H.P.
0	2-Pass. Roadster	\$395	9
1	2-Pass. Roadster	395	9

BUICK (FOUR)

Buick Motor Co., Flint, Mich.

5 Pass. Touring	\$975	5 Pass. Sedan	\$1,650
2 Pass. Roadster	935	5 Pass. Coupe	1,475

Engine Own
 Cylinders 4
 Bore & Stroke.....3½ x 4¾"
 Rated H. P.....18.22
 Brake H. P.....35 to 40
 Shape of Cyl.....Valve in Head
 Cast Enbloc
 Camshaft Drive....Helical Gear
 Cooling System....Pump
 Oiling System.....Splash and Force
 Carburetor Marvel
 Fed By Vacuum
 Ignition Delco
 Start & Light.....Delco
 Battery 6 Volts, Exide
 Clutch Dry Plate Disc
 Rear Axle Make....Western Mott
 Type ¾ floating
 Gear Ratio 4.5
 Car Drives Thru...Torque Tube
 Torque Taken By...Torque Tube
 Wheel Base.....109"
 Tread 56"
 Tires 31 x 4"
 Rims Western Mott
 Weight 2380 lbs.

Year	Model	Cyl.	
1922	22-34	4	} First Series
	22-35	4	
	22-36	4	
	22-37	4	

BUICK (SIX)

Buick Motor Co., Flint, Mich.

5-7 Ps. Tour. \$1,525-\$1,735	4-Ps. Coupe \$2,325 Large
2 Ps. Road. 1,495	7-Ps. Sedan 2,635
5 Ps. Sedan 2,435	4-Ps. Coupe 2,135 Small

Engine Own
 Cylinders 6
 Bore & Stroke.....3¼ x 4½"
 Rated H. P.....33.75
 Brake H. P.....60
 Shape of Cyl.....Valv-in-head
 Cast Block
 Valve Lift 9/32"
 Camshaft Drive....Helical
 Cooling System....Pump
 Oiling System.....Splash and force feed
 Carburetor Marvel
 Fed By Vacuum
 Ignition Delco S-H
 Start & Light.....Delco I
 Spark Plugs ¾" long
 Battery Willard 6-8 volt
 Clutch Dry plate, mult disc
 Rear Axle Make....W. Mott
 Type Floating
 Gear Ratio (H)....4.07 and 4.61
 Car Drives Thru...Torque tube
 Torque Taken By...Torque tube
 Wheel Base.....118" and 124"
 Tread 56"
 Tires 33 x 4" and 34 x 4½"
 Rims Baker
 Rear Springs Cantilever
 Weight 2750 lbs.

Yea-	Model	Cyl.	Serial Numbers	Value To-day
1914-5	B24			\$
	B25			\$
	B55			\$
	C37	4		\$ 331
	C55	6	100000-144715	375
1916	D44-45			\$482-545
	D46-67			580
	D54-55	6	144717-254501	\$419-429
1917	D44-45			713-752
	D46-47	6	254502-343782	926-944

BUICK (SIX)—(Continued)

Year	'Model	Cyl.	Serial Numbers	Value To-day
1918	E-44-45			893
	E46-47			1,093
	E49-50	6	343783-480995	952
1919	H44-45			1,074
	H46-47			1,100
	H-49-50	6	480996-547523	800-1,200
1920	K44-45	6	547524-663488	\$
	K46-47	6		1,000-1,300
	K49-50	6		\$
1921	K22-44	6	648543 up	\$
	K22-45	6	663488 up	\$
	K22-46	6	633142 up	\$
	K22-47	6	633842 up	\$
	K22-49	6	636697 up	\$
	K22-50	6	637542 up	\$

Serial number on goose-neck. Motor number on left side of crank case.

Year		Type	Price	H. P.
1914	B-24	Road.	\$950	22
	B-25	Tour.	1,050	22
	B-36	Road.	1,235	22
	B-37	Tour.	1,335	22
	B-38	Coupe	1,800	22
	B-54, 55 (6)	Road., Tour.	1,985	34
1915	C-24	Road.	900	22
	C-25	Tour.	950	22
	C-36	Road.	1,185	22
	C-37	Tour.	1,235	22
	C-55, 54 (6)	7-Pass. Tour., Road.	1,650	34
1916	D-35 (4)	Tour.	665	18
		Road.	650	18
	D-44 (6)	Road.	985	25
	D-45 (6)	5-Pass. Tour.	1,020	25
	D-46 (6)	Coupe	1,350	25
	D-47 (6)	Sedan	1,875	25
	D-54 (6)	2-Pass. Road.	1,450	34
	D-55 (6)	7-Pass. Tour.	1,485	34
	D-34	Road.	650	18
1917	D-34 (4)	2-Pass. Road.	660	18
	D-35 (4)	5-Pass. Tour.	675	18
	D-44 (6)	2-Pass. Road.	1,040	25
	D-45 (6)	5-Pass. Tour.	1,070	25
	D-46 (6)	3-Pass. Coupe	1,440	25
	D-47 (6)	7-Pass. Sedan	1,835	25
	E-49 (6)	7-Pass. Tour.	1,495	27

BUICK (SIX)—(Continued)

Year		Type	Price	H. P.
1918	E-34 (4)	2-Pass. Road.	795	18
	E-35 (4)	5-Pass. Tour.	795	18
	E-37 (4)	5-Pass. Sedan	1,185	18
	E-44 (6)	3-Pass. Road.	1,265	27
	E-45 (6)	5-Pass. Tour.	1,265	27
	E-49 (6)	7-Pass. Tour.	1,495	27
	E-46 (6)	4-Pass. Coupe	1,695	27
	E(47)	5-Pass. Sedan	1,845	27
	E-50 (6)	7-Ps. Cl'd Tr. or Sdn.	2,175	27
1919	H-44	3-Pass. Roadster	1,495	27
	H-45	5-Pass. Tour.	1,495	27
	H-49	7-Pass. Tour.	1,785	27
	H-46	4-Pass. Coupe	1,985	27
	H-47	5-Pass. Sedan	2,095	27
	H-50	7-Pass. Closed Tour. or Sedan	2,485	27
1920	K-44	2, 3-Pass. Road.	1,495	27
	K-45	5-Pass. Tour.	1,495	27
	K-49	7-Pass. Tour.	1,785	27
	K-46	4-Pass. Coupe	2,085	27
	K-47	5-Pass. Sedan	2,255	27
	K-50	7-Pass. Sedan	2,695	27
	H-49	Spec. Br. and Lim.	3,250	27
	H-50	Spec. Sedan	3,550	27
1921	21-44	2-Pass. Road.	3,350	27
	21-45	5-Pass. Tour.	1,795	27
	21-46	4-Pass. Coupe	1,795	27
	21-47	5-Pass. Sedan	2,585	27
	21-48	4-Pass. Coupe	2,895	27
	21-49	7-Pass. Tour.	2,985	27
	21-50	7-Pass. Sedan	2,065	27
	21-50	7-Pass. Sedan	3,295	27
1922	22-44	2-Pass. Road.	1,495	27
	22-45	5-Pass. Tour.	1,525	27
	22-46	4-Pass. Coupe	2,135	27
	22-47	5-Pass. Sedan	2,435	27
	22-48	4-Pass. Coupe	2,335	27
	22-49	7-Pass. Tour.	1,735	27
	22-50	7-Pass. Sedan	2,635	27

1922 Models and Prices Effective June 1, 1921

BUSH DE LUXE

Bush Motor Co., Chicago, Ill.

5 De Luxe Touring	\$1,575	4 Sportster	\$1,295
2 Roadster	1,575	Coupe	2,050
5 Sedan	2,150		

Engine	Continental
Cylinders	6
Bore and Stroke ...	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	48
Shape of Cylinders..	L-sead
Cast	Block
Valve Lift	9/32"
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force feed and splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Connecticut
Start and Light	Dyneto 2
Spark Plugs	7/8"
Battery	Willard
Clutch	Dry Disc
Rear Axle Make ...	Salisbury
Type	Full Floating
Gear Ratio (H) ...	4.45
Car Drives Thru...	Springs
Torque Taken By..	Torque Tube
Wheelbase	120"
Tread	56"
Tires	33 x 4"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2835

BUSH

Bush Motor Co., Chicago, Ill.

5 Touring \$1,295	4 Sportster \$1,295
2 Roadster 1,295	

Engine	Lycoming
Cylinders	4
Bore and Stroke ...	3½ x 5"
Rated H. P.	19.60
Brake H. P.	35
Shape of Cylinders..	L-head
Cast	Block
Valve Lift	5, 16"
Camshaft Drive	Helical
Cooling System	Thermo-syphon
Oiling System	Splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Delco
Start and Light	Delco
Spark Plugs	¾"
Battery	Willard
Clutch	Disc
Rear Axle Make ...	Salisbury
Type	¾ floating
Gear Ratio (H)	4.00
Car Drives Thru...	
Torque Taken By..	Hodgkins Down
Wheelbase	117"
Tread	56"
Tires	33 x 4"
Rims	Firestone
Rear Springs	¾ elliptic
Weight	2750

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	E-4	De Luxe 6	(Not given)	\$
1921	A-4	De Luxe 6		\$

Serial numbers: under hood on dash. Motor numbers: on side of crank case.

Year	Model	Type	Price	H. P.
1920	E-4	5-Pass. Tour.	\$1,495	37
	De Luxe 6	5-Pass. Tour.	1,995	55
1921	A-4	5-Pass. Tour.	1,295	37
	De Luxe 6	5-Pass. Tour.	1,575	55

CADILLAC

Cadillac Motor Car Co., Detroit, Mich.

7 Touring	\$3,740	5 Limousine	\$5,290
2 Roadster	3,790	4 Victoria	4,540
5 Sedan	4,950	5 Suburban	5,190
Phaeton	3,790	134" Chassis	3,460
125" Chassis	3,360		

Engine Own
 Cylinders 8
 Bore and Stroke....3½ by 5½"
 Rated H. P.....31.25
 Brake H. P.....
 Shape of Cy.....L-head
 Cast 4
 Valve Lift.....9/32"
 Camshaft Drive....Chain
 Cooling System....Pump, thermostatic cont.
 Oiling System.....Force feed
 Carburetor Own
 Fed by.....Pump
 Ignition Delco S-A
 Start and Light....Delco 1
 Spark Plugs.....7/8"
 Battery Exide 6 volt
 Clutch Dry disc
 Rear Axle Make...Timken
 Type Floating
 Gear Ratio (H)....4.43
 Car Drives Thru...Springs
 Torque Taken by...Torque arm
 Wheelbase 125" 132"
 Tread 56"
 Tires 35 x 5"
 Rims Kelsey
 Rear Springs.....Platform
 Weight 3,950 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	1914	4	91005-99999	\$
	1914	4	A-1-A-5008	\$
1915	51	8	A-6000-A-19001	\$ 727
1916	53	5	A-20000-A-38003	782
1917	55	8	55-A-1-55 S-2	1,175
1918	57	8	57-A-1-57 Z-1000	1,970
1919	57	8	57-AA1-	2,364

CADILLAC—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	59	8	59-A-1 and up	\$
1921	59	8	59-V-636	\$

Serial and motor numbers stamped on crank case back of right cylinder block under oil pressure gauge, also on plate on front of cowl.

Year		Type	Price	H. P.
1914		Rd., Ph., 5-Ps. Tr.	\$1,975	32
		7-Pass. Tour	2,075	32
		Lan. Coupe	2,500	42
		Inside-D. Lim.	2,800	32
		Lim.	3,250	32
1915	51 (8)	Rd. P. Sal. 5, 7-P. T.	1,975	31
		Coupe	2,500	31
		Sedan	2,800	31
		Lim.	3,450	31
		Berlin Lim.	3,600	31
1916	53 (8)	5, 7-P. Tr., 2-P. Rd.	2,080	31
		3-Pass. Vic.	2,400	31
		5-Pass. Bro.	2,950	31
		Lim.	3,450	31
		Berlin	3,600	31
	(8)	4-Pass. Coupe	2,800	31
1917	55 (8)	7-P. Tr. 4-P. Ph. 2-P.		
		Rd. 4-P. Cb. Rd.	2,240	31
		4-Pass. Con. Vic.	2,710	31
		4-Pass. Coupe	2,960	31
		7-Pass. Con. Tour.	2,835	31
		5-Pass. Brougham	3,110	31
	55 (8)	7-Pass. Lim.	3,760	31
		7-Ps. Imp., 7-Ps. Lan.	3,910	31
1918	57 (8)	2, 4-Ps. Rd., 7-Ps. Tr.	2,970	31
		Conv. Victoria	3,365	31
		Brougham	3,840	31
		Limousine	4,145	31
		Town Lim.	4,160	31
		Landaulet	4,295	31
		Town Lan.	4,310	41
		Imperial	4,345	31
1919	57	2-7-Ps. Road., Tour.	3,490	31
		4-Pass. Victoria	4,140	31
		7-Pass. Lim.	4,740	31

CADILLAC—(Continued)

Year		Type	Price	H.P.
1920	59 (8)	2-4-Ps. Rd., Phae.	3,790	31
		7-Pass. Tour.	3,940	31
		4-Pass. Victoria	4,540	31
		5-Pass. Sedan	4,950	31
		7-Pass. Suburban	5,190	31
		5-Ps. T'n. Br. Lim.	5,290	31
		5-Pass. Imp. Lim.	5,390	31
		7-Pass. Tour.	3,940	31
1921	59V-8	2-Pass. Roadster	3,790	31
		5-Pass. Sedan	4,950	31
		7-Pass. Phaeton	3,790	31
		5-Pass. Limousine	5,290	31
		4-Pass. Victoria	4,540	31
		5-Pass. Suburban	5,190	31

CASE

J. I. Case Threshing Machine Co., Racine, Wis.

5-7 Touring	\$2,650	Limousine	\$
4 Sports	2,650	4 Coupe	\$3,400
7 Sedan	3,750	Brougham	\$

Engine Continental
 Cylinders 6
 Bore and Stroke... $3\frac{1}{2} \times 5\frac{1}{4}$ "
 Rated H. P.....29.40
 rake H. P.....50
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive....Helical gear
 Cooling System....Pump
 Oiling System.....Force feed-splash
 Carburetor Rayfield 1 $\frac{1}{4}$ "
 Fed By.....Vacuum
 Ignition Delco
 Start and Light....Westinghouse
 Spark Plugs..... $\frac{3}{8}$ "
 Battery Willard 6 volt
 Clutch Dry plate
 Rear Axle Make....Columbia
 Type $\frac{3}{4}$ Floating
 Gear Ratio (H)....4.45
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 126"
 Tread 56"
 Tires 34 x 4 $\frac{1}{2}$ " Goodyear
 Rims Firestone
 Rear Springs Semi-elliptic (Harvey)
 Weight 3180 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	O	4	22751-23251	\$
	R	4	23252-26333	\$
1915	R	4	26334-28340	\$ 215
1916	T	4	28341-31354	305
1917	T17	4	31355-32354	435
1918	U	6	32355-34859	975
1919	U	6	32355-34859	1,192
1920	V	6	34860-	\$
1921	V	6	37287- up	\$

Serial numbers: on dash board. Motor numbers:
on left side motor.

CASE—(Continued)

Year	Model	Type	Price	H.P.
1914	25	5-Pass. Tour.	\$1,250	22
	35	Road., Tour.	1,850	29
	40	5-Pass. Tour.	2,300	32
		7-Pass. Tour.	2,500	32
1915	25	Tour.	1,350	22
	30	Tour.	1,500	27
	35	5-Pass. Tour.	1,600	29
	40	Tour.	1,800	32
1916	T	Tour.	1,090	21
1917	T	7-Ps. Tr., Clf., Tbt.	1,190	21
	N. Y. Spec.(4)	7-Ps. Tr. Clf.	1,350	21
1918	Family (6)	7-Pass. Tour.	1,875	29
	Sport (6)	4-Pass. Road.	1,875	29
	All Sns. (6)	7-Pass.Spgfd.Sedan	2,375	29
1919	U	7-Pass. Tour.	2,100	29
1920	V	4-P. Sp't, 7-P. Tour.	2,650	29
		4-Pass. Coupe	3,400	29
		7-Pass. Sedan	3,750	29
1921	V	4-Pass. Sport.	2,650	29
		7-Pass. Tour.	2,650	29
		4-Pass. Coup	3,400	29
		7-Pass. Sedan	3,750	29

CHALMERS

Chalmers Motor Car Co., Detroit, Mich.

5-7 Touring	\$1,545-1,795	3 Coupe	\$2,295
2 Roadster	1,495	Sport	1,695
5 Sedan	2,445		

Engine Own
 Cylinders 6
 Bore and Stroke...3¼ x 4½"
 Rated H. P.....25.35
 Brake H. P.....45
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive....Chain
 Cooling System....Thermo syphon
 Oiling System.....Force feed and splash
 Carburetor Stromberg 1¼"
 Fed By.....Vacuum
 Ignition Remey S-H
 Start and Light....Aut-O-Lite
 Spark Plugs, 1914-16¾"
 Spark Plugs, Others¾" Long
 Battery Willard 6 volt
 Clutch Dry disc
 Rear Axle Make....Timken
 Type Semi-floating
 Gear Ratio (H)....4.75 and 5.18
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 117" and 122"
 Tread 56"
 Tires 32 x 4-33 x 4½-34x4"
 Rims Kelsey
 Rear Springs Semi-elliptic (Dragon)
 Weight 2800 and 2950 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	24	6	34500-38499	\$
1915	26	6	38600-41599	\$
	26B	6	41701-44999	\$
	26C	6	45000-45799	\$
	29	6	45801-47300	\$
1915-6	32A	6	47500-49599	\$ 325
1916-7	32B	6	50600-55699	350
	35A	6	55700-75699	\$
1917-8	35H	6	75700-82000	\$ 320

CHALMERS—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918-9	35B Spe	6	82001-84000	\$
	35C Spe	6	90000-94000	\$ 900
	35C	6	94001-110000	\$
	35D Clo	6	110001-111000	\$
	35D Speed	6	111001-111025	\$
1919	6-30	7-pass.	82001-90000	\$
		5-pass.	94001-110000	\$
		Sedan	82001-90000	\$
		Limousine		
		Limousine Land.		
		Town Car	110001-110400	\$
		T.Car.Land.	110001-110400	\$
1920	6-30	7-Pass. Tour.	82001-90000	\$
		5-Pass. Tour.	94001-110000	\$
		Coupe and		
		Coupe	111001-112000	\$
		Sedan	114001-	\$
		Lm., Lm. Ld.	110001-110400	\$
		Town Car	110001-110400	\$
		Tr. Car Ld.	110001-110400	\$
1920 2d Series				
	6-30	7-Ps. Tour.	200001-	\$
		5-Ps. Tour.		
		Sport		
		Coupe		
			115001-200000	\$

(Continued
in 1921
Models)

Serial numbers: 1915-16 under front floor boards on frame. All others on left hand gooseneck in front of radiator. Motor numbers: left side of motor.

Year	Type	Price	H.P.
1914	19	Torp.	\$1,775 29
		5-Pass. Tour	1,775 29
	24 (6)	Road., 4. 5-Ps. Tour.	2,175 38
		6-Pass. Tour.	2,275 38
		Coupe	2,850 38
		Limousine	3,600 38
	26 (6)	5-Pass. Tour	1,800 29
		Coupelet	2,050 29
1915	26-B (6)	5-Pass. Tour.	1,650 29
		6-Pass. Tour.	1,725 29
		Coupelet	2,050 29
		Sedan	2,750 29
		Limousine	3,200 29
	29 (6)	5, 7-Ps. Torp. Tour.	2,400 38
	32 (6)	Tour.	1,400 23



CHALMERS—(Continued)

	Type	Price	H.P.
6-30 (6)	Road.	1,070	25
	Tour.	1,090	25
	Cabriolet	1,440	25
6-40 (6)	5-Pass. Tour.	1,275	23
	7-Pass. Tour.	1,350	23
	Palanquin	1,700	23
6-48 (6)	7-Pass. Tour	1,550	29
Master-Six (6)	7-Pass. Tour.	2,175	38
	Limousine	3,350	38
35-A (6)	Tour., Road.	1,250	25
	Cabriolet	1,440	25
35-BT (6)	7-Pass. Tour.	1,450	25
35-B (6)	3-Pass. Cabriolet	1,625	25
	Sedan	1,850	25
	7-Pass. Town Car	2,925	25
	7-Pass. Limousine	2,925	25
	Town Car Landaulet	3,025	25
	Limousine Landaulet	3,025	25
35-C (6)	5-Ps. Tr., 3-Ps. Rd.	1,365	25
	4-Pass. Duplex	1,475	25
35-B (6)	7-Pass. Tour.	1,615	25
	Tour. Sedan	1,950	25
35-C (6)	St. Rd., 5-Pass. Tour.	1,565	25
	4-Pass. Duplex	1,545	25
	3-Pass. Cabriolet	1,775	25
35-D (6)	Town Car, Limousine	2,925	25
	Town Car, Landaulet,		
	Limousine, Land.	3,025	25
35-B	7 Pass. Tour	1,615	25
35-C	2-Ps. Rd., 5 Tour.	1,565	25
	3-Pass. Coupe	1,985	25
	5-Pass. Sedan	2,250	25
35-D	Town, Limousine	2,925	
	Lan., Limo-Lan.	3,025	25
35-B	7-Pass. Tour.	2,095	25
	7-Pass. Town	3,225	25
	7-Pass. Lim. Lan.	3,325	25
35-C	2-5 Ps. Rd.-Tour.	1,945	25
	3-Pass. Coupe	2,645	25
	5-Pass. Sedan	2,795	25
	4-Pass. Sport	2,145	25

CHALMERS—(Continued)

Year	Type	Price	H.P.
2d Series			
6-30	7-Pass. Tour.	1,945	25
	5-Pass. Tour.	1,795	25
	Sport	1,995	25
	Coupe	2,595	25
	Roadsters	1,795	25
	5-Pass. Sedan	2,745	25
(Prices for 2d Series reduced on October 1, as above)			
1921	6-30-C-B 5-7 Pass. Tour.	\$1,545-1,795	
	C Roadster	1,495	
	C Sport	1,695	
	C Sedan	2,445	
	C Coupe	2,295	

CHAMPION

Champion Motors Corp., Philadelphia

Tourist	\$1,250	Limousine	\$
Pass. (Special)	\$1,595	Coupe	\$
sedan	\$	Brougham	\$
Engine	Herschell-Spillman & Lycoming		

Cylinders	4
Bore & Stroke	3 1/2 x 5"
Rated H. P.	19.60
Brake H. P.	40
Shape of Cyl.	L-head
Cast	Black
Valve Lift	5/16"
Camshaft Drive	Helical gear
Cooling System	Thermo-syphon
Oiling System	Circulating splash
Carburetor	Carter & Zenith 1"
Fed By	Vacuum
Ignition	Delco-Atwater-Kent
Start & Light	Dyneto
Spark Plugs	7/8"
Battery	Willard
Clutch	Plate
Rear Axle Make	Peru
Type	Full floating—Semi-F
Gear Ratio (H)	4.50-4.25
Car Drives Thru	Springs
Torque Taken By	Torque Tube
Wheelbase	116"-118"
Tread	56"
Tires	Goodrich 32x4"-33x4 1/2"
Rims	Stanweld
Rear Springs	Semi-elliptic
Weight	2400-2500 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1939	KO	4	101-	
1940	KO	4	200-	
1941	C-S-C	4	300-	

Serial numbers: Inside dash, motor side. Motor numbers on motor case.

Year	Type	Price	H.P.
1939	KO	5-Pass. Tour.	19
1940	KO-T'st	5-Pass. Tour.	\$1,350 19
	KO-Sp'cl	5-Pass. Tour.	1,595 19
1941	C-S	5-Pass. Tourist	1,250 19
	C-S-C	5-Pass. Special	1,595 19

CHANDLER

Chandler Motor Car Co., Cleveland, O.

7 Touring	\$1,785	7 Limousine	\$3,385
4 Roadster	\$1,785	4 Coupe	\$2,785
7 Sedan	\$2,885	4 Dispatch	\$1,865

Engine Own
 Cylinders 6
 Bore & Stroke.....3 1/2 x 5"
 Rated H. P.....29.40
 Brake H. P.....50
 Shape of Cyl.....L-head
 Cast Threes
 Valve Lift 9/32"
 Camshaft Drive.... Chain
 Cooling System.... Pump
 Oiling System Force feed splash
 Carburetor Rayfield 1 1/4"
 Fed By Vacuum
 Ignition Bosch
 Start & Light.....Gray and Davis
 Spark Plugs 1914-1916, 7/8"
 Spark Plugs, Prior..1/2"
 Battery Prest-O-Lite 6 volt
 Clutch Dry disc
 Rear Axle Make.... Own
 Type Full floating
 Gear Ratio (H).....4.40
 Car Drives Thru... Springs
 Torque Taken By... Torque arm
 Wheelbase 123"
 Tread 56"
 Tires 33x4", 34x4 1/2" Goodrich
 Rims Cleveland
 Rear Springs Semi-elliptic
 Weight 2985 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1913-4	14	6	1-500	\$200
1914	15	6	501-2500	\$250
	15B	6	2501-4000	\$265
1915	16	6	4001-15000	\$300
1916	17	6	15001-35000	\$550
1917-8	18	6	35001-65000	\$600
1919	NS-6	6	65001-	\$775
1920	NS-6	6	Not designated	\$1,000

Serial and motor numbers: on right front motor arm. Later 1919 serial numbers: on frame under right front fender.



CHANDLER—(Continued)

	Model	Type	Price	H. P.
	14 (6)	5-Pass. Tour.	\$1,785	27
	(6)	Road., Tour.	1,295	27
		Cabriolet	1,950	27
		Coupe	2,200	27
		Sedan, Limousine	2,750	27
	(6)	Road., 7-Pass. Tour.	1,295	27
		Cabriolet	1,650	27
		7-Pass. Conv. Sedan	1,795	27
		Coupe	1,950	27
		Sedan	2,250	27
		Limousine	2,450	27
	16 (6)	7-Ps. Tr., 4-Ps. Road.	1,395	27
		7-Pass. Conv. Sedan	2,095	27
		4-Pass. Conv. Coupe	1,995	27
		Limousine	2,695	27
	17 (6)	4-Ps. Rd., 7-Ps. Tr.	1,595	29
		4-Pass. Conv. Coupe	2,195	29
		7-Pass. Conv. Sedan	2,295	29
		Limousine	2,895	29
	18 (6)	4-Ps. Rd., 7-Ps. Tour	1,795	29
		4-Pass. Sport	1,875	29
		4-Pass. Conv. Coupe	2,395	29
		7-Pass. Conv. Sedan	2,495	29
		Limousine	3,095	29
		Chassis	1,595	29
	New Series	4-7-Pass. Rd., Tr.	1,895	29
		4-Pass. Dispatch	1,975	29
		7-Pass. Sedan	2,895	29
		4-Pass. Coupe	2,795	29
		7-Pass. Limousine	3,395	29
	New Series	4-7-Ps. Rd., Tr.	1,995	29
		4-Pass. Dispatch	2,075	29
		7-Pass. Sedan	2,995	29
		4-Pass. Coupe	2,895	29
		7-Pass. Limousine	3,495	29
		4-7-Pass. Road. Tour.	1,785	29
		4-Pass. Dispatch	1,865	29
		7-Pass. Sedan	2,885	29
		4-Pass. Coupe	2,785	29
		7-Pass. Limousine	3,385	29

CHEVROLET

Chevrolet Motor Co., Flint, Mich.

5 Touring	\$ 525	Limousine	\$
2 Roadster	\$ 525	3 Coupe	\$ 875
5 Sedan	\$ 875	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke.....	3 11/16 x 4"
Rated H. P.....	21.75
Brake H. P.....	26
Shape of Cyl.....	Valve-in-head
Cast	Block
Valve Lift	9/32"
Camshaft Drive....	Helical gear
Cooling System....	Pump
Oiling System.....	Force feed-splash
Carburetor	Zenith
Fed By	Vacuum
Ignition	Remy
Start & Light.....	Auto-Lite
Spark Plugs	7/8" long
Battery	Willard 6 volt
Clutch	Cone
Rear Axle Make....	Own
Type	3/4 Floating
Gear Ratio (H)....	3.63
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	102"
Tread	56"
Tires	30 x 3½" QD Goodyear
Rims	Jaxon
Rear Springs	Cantilever
Weight	1890 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	490	4	2-1—2-36486	\$250
1918	490	4	2-36487—2-59958	\$300
1919	490	4	2-59959—	\$350
1920	490	4		\$400

Serial numbers: right side dash. Motor numbers: on fly wheel.

Year		Type	Price	H.P.
1914	H-2	Road.	\$750	22
	H-4	Tour.	875	22
	L (6)	Tour.	1,475	26

CHEVROLET—(Continued)

Year	Model	Type	Price	H. P.
	C	Tour.	2,500	30
1915	H-2	Road.	750	22
	H-4	Tour.	875	22
	H-3	2-Pass. Road.	985	22
	L (6)	Road., Tour.	1,425	26
1916	4-90	5-Pass. Tour.	490	22
	H-2	Road.	720	22
	H-2, 1/2H-4	Tp., Rd., Tour.	750	22
1917	FA-2, FA-5,	Road., Tour.	875	22
	4-90	Road.	535	22
	(4)	Tour.	550	22
		All weather Tour.	625	22
	D-2, D-5, (8)	Road., Tour.	1,385	36
1918	4-90 (4)	Road.	660	22
		5-Pass. Tour.	665	22
1919	4-90	5-Pass. Tour.	735	22
		2-Pass. Road.	715	22
		3-Pass. Coupe	1,110	22
		5-Pass. Sedan	1,185	22
	F-B-5	5-Pass. Tour.	1,135	23
		5-Pass. Sedan	1,685	23
1920	4-90	5-Pass. Tour.	795	22
		2-Pass. Road.	775	22
		3-Pass. Coupe	1,170	22
		5-Pass. Sedan	1,245	22
	F-B-20	2-Pass. Road.	1,270	23
	F-B-50	5-Pass. Tour.	1,295	23
	F-B-40-30	5-4-Pass. Sed. C'pe.	1,855	23
1921	490	Tour., Rd.	645	23
		Sedan, Coupe	875	23

CHEVROLET (BABY GRAND)

Flint, Mich.

5 Touring	\$ 975	Limousine	\$
2 Roadster	\$ 975	3 Coupe	\$1,575
5 Sedan	\$1,575	Brougham	\$

Engine Own
 Cylinders Four
 Bore & Stroke 3 11/16 x 5 1/4"
 Rated H. P. 2175
 Brake H. P. 37
 Shape of Cyl. Valve-in-head
 Cast Block
 Valve Lift 1/4"
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force feed and pump
 Carburetor Zenith
 Fed By Gravity
 Ignition Remy S&H
 Start & Light Auto-Lite 2
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Cone
 Rear Axle Make Own
 Type 3/4 floating
 Gear Ratio (H) 425
 Car Drives Thru Springs
 Torque Taken By ...Springs
 Wheelbase 108"
 Tread 56"
 Tires 33 x 4" (Goodyear)
 Rims Demountable (Jaxon)
 Rear Springs 3/4 Cantilever
 Weight 2580 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	F-A	4	2-1032—2-4117	\$330
1918	F-A	4	2-4118—2-7432	\$510
1919	F-B	4	2-100—	\$700
1920	F-B	4		
1921	490	4	1A-15028	\$
	F-B	4	1A-17888	\$

Serial number on right side of dash.

CLEVELAND

Cleveland Automobile Co., Cleveland, O.

5 Touring	\$1,295	Limousine	\$
2 Roadster	\$1,295	4 Coupe	\$2,195
5 Sedan	\$2,295	Brougham	\$
3 Spec. Roadster	\$1,465		

Engine Own
 Cylinders 6
 Bore & Stroke..... 3 x 4 1/2"
 Rated H. P..... 21.60
 Brake H. P..... 43
 Shape of Cyl..... Valve-in-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive. ... Chain
 Cooling System..... Pump
 Oiling System..... Force feed-splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Gray & Davis
 Start & Light..... Bosch
 Spark Plugs..... 7/8"
 Battery Prest-O-Lite
 Clutch Dry Disc
 Rear Axle Make.... Own
 Type Semi-floating
 Gear Ratio (H).... 4.4
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 112"
 Tread 56"
 Tires 32 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 2700 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	40	6	1001-3475	\$
1920	40	6	3476-20000	\$
	40	6	8001-up	\$
1921	40	6	20001-up	\$

Serial numbers stamped on right hand frame, 12 inches in front of radiator; motor numbers on cars from 1001 to 5000 on crankcase under oil filler cap: since then on right front arm of crankcase.

CLEVELAND—(Continued)

Year			Type	Price	H.P.
1919	40	6	Road.. Tour.	\$1,385	22
1920	40	6	3-4-Ps. Rd., Tr.	1,485	22
		6	4-5-Ps. C'pe, S'dn	2,295	22
1921	40	6	2-5-Pass. Road., Tour.	1,295	22
		6	5-Pass. Sedan	2,295	22
		6	4-Pass. Coupe	2,195	22
		6	3-Pass. Spec. Rd.	1,465	22



CLIMBER (FOUR)

Climber Motor Corp., Little Rock, Ark.

5 Touring \$1,385-K

3 Roadster \$1,485-KA

Engine	Hershell-Spillman
Cylinders	4
Bore & Stroke.....	3½ x 5"
Rated H. P.....	19.50
Brake H. P.....	46
Shape of Cyl.....	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System.....	Thermo-Syphon
Oiling System.....	Force and Splash
Carburetor	Stromberg
Fed By.....	Vacuum
Ignition	Atwater-Kent
Start & Light.....	Westinghouse
Spark Plug	⅞"
Battery	Willard 6 volt
Clutch	Dry Plate—B. & B.
Rear Axle Make....	Own
Type	Full Floating
Gear Ratio (H).....	4.75
Car Drives Thru. ..	Springs
Torque Taken By...	Springs
Wheelbase	115"
Tread	56"
Tires	33 x 4"
Rims	Jackson
Rear Springs	Semi-elliptic
Weight	2650

CLIMBER (SIX)

Climber Motor Corp., Little Rock, Ark.

5 Touring	\$2,250	5-7 Sedan	\$3,150
2-3 Roadster	2,250	Coupe	\$
2 Sportster	3,000		

Engine	Hereshell-Spillman
Cylinders	6
Bore and Stroke	3½ x 5"
Rated H. P.	25.35
Brake H. P.	55
Shape of Cylinder	L-head
Cast	Block
Valve Lift	9/32
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force and Splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Westinghouse
Start and Light	Westinghouse
Spark Plugs	¾"
Battery	Red Cap
Clutch	Disc
Rear Axle Make	Own
Type	Floating
Gear Ratio (H)	4.75
Car Drives Thru	Springs
Torque Taken by	Springs
Wheelbase	120"
Tread	56"
Tires	32 x 4½"
Rims	Stanweld
Rear Springs	Semi-elliptic
Weight	3200

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	T	4	101-213	\$750
1920	S-T	6	214-1112	1,000
1921	S	6	1113-1800	\$

Serial numbers: On left front of spring horn. Motor numbers: left side of crank case.

Year	Type	Price	H. P.
1919	T-4	5-Pass. Tour. \$1,550	18
1920	S-6	2-5-Pass. Run., Tour. 2,750	25
1920	T-4	5-Pass. Tour. 1,550	18
	S-6	5-Pass. Tour. 2,750	25
1921	S-6	2-5-Pass. Run., Tour. 2,250	25

COLE

Cole Motor Car Co., Indianapolis, Ind.

Roadster	\$2,550	Sportsedan	\$3,995
Tourist	2,795	Sportosine	3,995
Sportster	2,695	Toursedan	3,995
Sportcoupe	3,695	Tourosine	4,295
Brougham (custom body)	5,500	Limousine (custom body)	5,500

Engine	Northway
Cylinders	8
Bore and Stroke ...	3½ x 4½"
Rated H. P.....	39.22
Brake H. P.....	80
Shape of Cylinder..	L-head
Cast	4
Valve Lift	5/16"
Camshaft Drive ...	Helical
Cooling System ...	Pump
Oiling System	Force fed and splash
Carburetor	Johnson 1½"
Fed By	Vacuum
Ignition	Delco S-H
Start and Light.....	Delco 2
Spark Plugs	7/8"
Battery	Presto 6 volt
Clutch	Cone
Rear Axle Make....	Columbia
Type	Floating
Gear Ratio (H)	4.46
Car Drives Thru ...	Springs
Torque Taken by ..	Springs
Wheelbase	127½"
Tread	56"
Tires	33 x 5" Firestone or Goodrich Cord
Rims	Firestone
Rear Springs	Semi-elliptic (Detroit)
Weight	3500 3670 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	G	4	16001-20000	\$
	G	6	14001-15000	\$
1915	60	6	15001-16000	\$ 280
	50	6	20000-25000	\$
	40	4	22001-23000	\$ 260
	50	8	27001-30000	333

COLE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	60	8	30000-40000	540
1917	60	8	40000-50000	665
1918	70	8	50000-52265	1,153
1919	8-70	8	52265-60000	1,444
1920	8-70	8	60001 up	1,500
1921	8-70	8	Continued	\$
Serials on plate under drivers cushion or on right front spring. Motor number back of fan.				
Year	Type		Price	H. P.
1914	4-G, J, O	5-Ps. Tr., 4-Ps. Rd. 2-Ps. Ty. Tn.	\$1,925	29
	4-K	Coupe	2,350	29
	6-G, J, O(6)	7-P. Tr. 2-P. Rd. Ty. Tn.	2,600	43
	6-K (6)	Coupe	3,000	43
	6-B (6)	Limousine	4,000	43
	440-G	7-Pass. Tour.	1,485	29
	440-K	Coupe	1,885	29
	660-J, O, G(6)	Rd., 6, 7-Pass. Tr.	2,465	43
	660-K (6)	Coupe	2,750	43
	660-B (6)	Limousine	3,750	43
1915	651-G (6)	7-Pass. Tour.	1,685	29
	650-J, O, G(6)	Rd., 4, 5-Pass. Tr.	1,865	29
	651-K (6)	Coupe	2,085	29
	650-K (6)	Coupe	2,250	29
	(8)	Road., Tr.	1,785	39
	440-C	Road., Tr.	1,485	29
	850-G (8)	Road., Tr.	1,785	39
	666 (6)	Road., Tr.	2,385	43
	860 (8)	Tour.	1,595	39
	860 (8)	4-Pass. Road.	1,995	39
1917	861	7-Pass. Tour.	1,995	39
	862	7-Pass. Tour. Sedan	2,495	39
	863	Tour. Coupe	2,495	39
	864	4-Door Tr. Sedan	2,695	39
	865 (8)	4-Door Tr. Sedan	2,595	39
	866 (8)	4-Door Tr. Sedan	2,795	36
	860 (8)	4-Ps. Road	1,995	39
	861 (8)	7-Ps. Tour.	1,995	39
	863 (8)	Tour. Coupe	2,495	39
	864 (8)	4-Door Tr. Sedan	2,695	39
1918	865 (8)	4-Door Tr. Sedan	2,595	39
	866 (8)	4-Door Tr. Sedan	2,795	39
	870 (8)	Touring	2,395	39
	871 (8)	Roadster	2,395	39
	872 (8)	Sportster	2,395	39

COLE—(Continued)

Year		Type	Price	H.P.
1919	870 (8)	7-Pass. Tour.	2,750	39
	871 (8)	2-Pass. Road.	2,750	39
	872 (8)	4-Pass. Sporster	2,750	39
	878 (8)	6-Ps. Sp't Sedan	3,895	39
	879 (8)	7-Ps. Sportosine	3,995	39
	883 (8)	4-Ps. Sport Coupe	3,795	39
	884 (8)	7-Ps. Tourosine	3,995	39
	885 (8)	7-Ps. Tr. Sedan	3,995	39
	887 (8)	5-Ps. Town Car	3,895	39
	870 (8)	7-Pas. Tour.	3,250	39
1920	871 (8)	2-Pass. Roadster	3,250	39
	872 (8)	4-Pass. Sportster	3,250	39
	884 (8)	7-Ps. Tourosine	4,550	39
	883 (8)	4-Ps. Sp't Coupe	4,450	39
	885 (8)	7-Ps. Tour. Sedan	4,450	39
	887 (8)	5-Ps. Town Car	4,450	39
	878 (8)	6-Ps. Sportsedan	4,450	39
	879 (8)	7-Ps. Sportosine	4,450	39

COLONIAL

Colonial Motors Corporation, Boston, Mass.

6 Touring	\$2,500	Sedan	\$3,900
2 Roadster	2,500	4 Sedanette	3,900
4 Sportster	2,750		

Engine	Colonial Special
Cylinders	Six
Bore and Stroke...	3½ x 5¼"
Rated H. P.....	32.5
Brake H. P.....	67.5
Shape of Cylinders.	Valve in Head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Gear
Cooling System	Pump
Oiling System	Force Feed
Carburetor	Webber
Fed By	Pressure
Ignition	Dual
Spark Plug	¾" Extension
Start and Light	Bijur
Battery	Willard
Clutch	Multiple Disc
Rear Axle Make....	Columbia 4,000 lb.
Type	Full Floating
Gear Ratio (H)	4.4
Torque Taken By...	Torque Tube
Car Drives Thru...	Torque Tube
Wheelbase	130"
Tread	56"
Tires	32 x 4½" 32 x 4"
Rims	Disteel wheels
Rear Springs	60" semi-elliptic
Weight	3,300

Year	Model	Cyl.	Serial Numbers	Value To-day \$
1921	..	6	100-	
Year	Type	Price	H. P.	
1921	2-6-Pass. Road., Tour.	\$2,500	32	
	4-Pass. Sportster	2,750	32	
	6-Pass. Sedan	3,900	32	
	4-Pass. Sedanette	3,900	32	

COLUMBIA

Columbia Motor Co., Detroit, Mich.

5 Pass. Touring	\$1,495	7 Sedan	\$2,595
7 Special Touring	1,795	Sportster	1,795
Roadster	1,795	Coupe	2,495

Engine	Continental
Cylinders	6
Bore and Stroke...	3¼ x 4½"
Rated H. P.....	25.25
Brake H. P.....	38
Shape of Cylinders..	L-head
Cast	Block
Valve Lift	
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Forced feed splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Atwater-Kent
Start and Light	Auto-Lite
Spark Plug	7/8"
Battery	Presto-Lite 6 volts
Clutch	Borg & Beck
Rear Axle Make....	Timken
Type	Semi-floating
Gear Ratio (H)	4.75
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	115"
Tread	56"
Tires	32 x 4" Goodyear
Rims	Firestone
Rear Springs	Cantilever (Detroit)
Weight	2800

Note—5-passenger Touring has Renteuber motor and Adams' axle.

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	A	6	501-1310	\$498
	B	6	1-297	571
1918	C	6	2000-3136	719
	D	6	502-885	766
	CS	6	1850-1950	970
1919	C	6	3201-3385	984
	D	6	1000-1132	1,073
	E	6	101 up	1,073
	CS	6	1951-2000	1,174

COLUMBIA—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	C	6	4000-	\$1,000 to 1,250
	D	6	1400-	
	E	6		
	CS	6		
	H	6		\$

Serial numbers: 1917-18 on heel board under right hand seat cushion. 1919-20 upper right hand corner upper toe board. Motor numbers: left side crank case.

Year		Type	Price	H. P.
1917	A	5-Pass. Tour.	\$1,295	25
	B	Sport Model	1,450	25
	C	5-Pass. Sedan	1,995	25
1918	A (6)	5-Pass-Tour.	1,450	25
	B (6)	4-Pass. Sport	1,595	25
	C (6)	5-Pass. Sedan	2,295	25
1919	19-C	5-Pass. Tour.	1,695	25
	19-E-D	2-4-Ps. Rd., Sport	1,845	25
	19-C-S	5-Pass. Sedan	2,445	25
1920	20-C	5-Pass. Tour.	1,995	25
	20-E-D	2-4-Ps. Rd., Sport	2,045	25
	20-H-C-S	4-5-Ps. Cpe-Sedan	2,995	25
1921		5-Pass. Tour.	1,495	25
		7-Ps. Spec. Tr. & Rd.	1,795	25
		7-Pass. Sedan	2,595	25
		Sportster	1,795	25
		Coupe	2,495	25

COMET

Comet Automobile Co., Decatur, Ill.

5-7 Touring	\$2,350-\$2,450	Limousine	\$
Sportster	3,000	Coupe	\$
5-7 Sedan	3,650- 3,750	Brougham	\$

Engine	Continental	—
Cylinders ..	6	
Bore and Stroke...	3½ x 5¼"	
Rated H. P.....	29.40	
Brake H. P.....	50	
Shape of Cylinders..	L-head	
Cast	Block	
Valve Lift	5/16	
Camshaft Drive ...	Helical gear	
Cooling System	Pump	
Oiling System	Force feed splash	
Carburetor	Stromberg 1¼	
Fed By	Vacuum	
Ignition	Wagner	
Start and Light....	Wagner	
Spark Plugs	7/8"	
Battery	Willard 6 volt	
Clutch	Plate	
Rear Axle Make...	Columbia	
Type	¾ floating	
Gear Ratio (H)	4.25	
Car Drives Thru ...	Springs	
Torque Taken By...	Torque tube	
Wheelbase	125"	
Tread	56"	
Tires	33 x 4" Firestone	
Rims	Firestone	
Rear Springs	Cantilever	
Weight	3175	

Year	Model	Cyl.	Serial Numbers	Value To-day
1917-18	C-51	6	100-699	\$105-200
1919	C-51	6	701-	400
1919	C-53	6	701 up	980
1920	C-53	6		1,100
1921	C-53	6	1400 up	\$

Serial numbers: on left side dash under hood:
Motor numbers: left side of breather pipe.

COMET—(Continued)

Year		Type	Price	H. I
1914	A (2)	2-Pass. Tan.	\$400	10
1917	(6)	Touring	1,285	25
1918	C-50(6)	5-Pass. Touring	1,285	25
		5-Pass. Sedan	2,150	25
		7-Pass. Sedan	2,250	25
1919	C-51(6)	5-Pass. Tour.	1,685	25
1920	C-53(6)	5-Pass. Tour.	3,450	25
		5-Pass Sedan	2,350	25

COMMONWEALTH

Commonwealth Motors Co., Chicago, Ill.

5 Touring	\$1,395	Limousine	\$
Sportster	1,785	Coupe	\$
5 Sedan	2,150	Brougham	\$
Engine Lycoming			
Cylinders 4			
Bore and Stroke...3½ x 5"			
Rated H. P.....19.60			
Brake H. P.....40			
Shape of Cylinders..L-head			
Cast Block			
Valve Lift 5/16"			
Camshaft Drive ...Helical gear			
Cooling System Thermo-syphon			
Oiling System Force feed splash			
Carburetor Carter			
Fed By Vacuum			
Ignition Atwater-Kent			
Start and Light....Dyneto			
Spark Plugs 7/8"			
Battery 6-volt			
Clutch Plate			
Rear Axle Make...Peru			
Type Full floating			
Gear Ratio (H) 4.25			
Car Drives Thru ...Springs			
Torque Taken By..Springs			
Wheelbase 117"			
Tread 56"			
Tires 32 x 4" (Goodrich)			
Rims Stanweld			
Rear Springs Semi-elliptic (Kalamazoo)			
Weight —.....2300			

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	38	4	B-203-A-411	
	20	4	B-001-B-174	All
1915	38	4	1966-2036	Models
	20	4	30017-30202	Salvage
1916	32	4	3001-3266	Price
	38	4	2037-2084	
	20	4	30203-30338	
		above	"Partin-Palmer"	
1917	40	4	40479-40733	\$
	38	4	2085-2094	300
	20	4	30339-30388	to
	32	4	3267-3611	400

COMMONWEALTH—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	40	4	40479-40732	500
1919	40	4	41002-42000	600
1920	20	4	43000-45000	750

Serial numbers: on cowl under hood. Motor numbers: right side crank case.

Year	Type	Price	H. P.
1917	See "Partin-Palmer"		
1918	Ultra (4) Chummy Rd., 5-Ps. Tr.	\$995	20
1919	40 (41) Touring	\$1,395	20
1920	40 (42) 5-Pass. Tour.	1,495	20
1921	5-Pass. Tour.	1,595	20
	Sportster	1,785	20
	Sedan	2,450	20

CRAWFORD

Crawford Automobile Co., Hagerstown, Md.

7 Pass. Touring \$3,000	5 Sedan \$4,500
Roadster 3,000	4 Pass. Sportster 3,000

Engine Continental (9N)
 Cylinders 6
 Bore and Stroke ... $3\frac{1}{2} \times 5\frac{1}{2}$ "
 Rated H. P. 29.4
 Brake H. P.
 Shape of Cylinders. L-head
 Cast Enbloc
 Valve Lift
 Camshaft Drive ... Helical Gear
 Cooling System ... Pump
 Oiling System Force feed and splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Optional
 Start and Light ... Westinghouse
 Battery
 Clutch Brown Lipe
 Rear Axle Make ... Timken
 Type Floating
 Gear Ratio (H) 4.55
 .. Car Drives Thru.... Springs
 Torque Taken By..
 Wheelbase $122\frac{1}{2}$
 Tread
 Tires $33 \times 4\frac{1}{2}$ "
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 3200 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	15-6-35	6	988-1090	\$1,850
1915	15-40			2,100
1916	16-40	6	1091-1195	1,650
1917	17-40	6	1196-1234	1,750
1918	18-40	6	1235-1294	2,250
1919	19-40	6	1295-1337	2,500
1920	20-6-40	6	1338-1436	3,000
1921	21-6-40	6	1437-	

CROW-ELKHART

(Four)

Crow-Elkhart Motors Co., Elkhart, Ind.

5 Touring	\$1,235	Sportster	\$1,345
3-4 Roadster	1,295	Special Sport	1,595
7 Sedan	2,195	Brougham	\$

Engine Rutenber
 Cylinders 4
 Bore and Stroke ...3½ x 5"
 Rated H. P.....19.60
 Brake H. P.....31.90
 Shape of Cylinders.L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive ...Helical gear
 Cooling System Thermo-syphon
 Oiling System Circulating splash
 Carburetor Zenith
 Fed By Vacuum
 Ignition Connecticut
 Start and Light ...Dyneto
 Spark Plugs ¾"
 Battery Exide 6 volt
 Clutch Dry plate multi-disc
 Rear Axle Make ...Peru
 Type Full floating
 Gear Ratio (H) 4.00
 Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 117"
 Tread 56"
 Tires 32 x 3½" Firestone
 Rims Firestone
 Rear Springs Semi-elliptic (Stampar)
 Weight 2530

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	D54			
	D55-D56	4	6000-6500	\$
1916	E30-E33	4	7201-9025	210
1917	33-35	4	9026-13295	243
1918	32-34			
	36K	4	13296-15292	379
1919	CE(32, 34, 36)			
	CE(42, 44, 46)		15293-16654	512
1920	L(53, 54, 55, 57)		16655-	\$

CROW-ELKHART—(Continued)

Serial numbers: under front seat cushions. 1918-1919-20 on instrument board. Motor numbers: 1916-17 on right side crank case. 1918-19-20 on left side crank case.

Year	Model	Type	Price	H.P.
1914	See "Crow"			
1915	E-42, E-45	Road., Tour	\$1,175	26
	E-52	Road.	1,575	29
	E-54	5-Pass. Tour.	1,625	29
	E-55	6-Pass. Tour.	1,600	29
	E-56	7-Pass. Tour.	1,650	29
	E-62 (6)	Road.	2,225	34
	E-64 (6)	5-Pass. Tour.	2,250	34
	E-65 (6)	6-Pass. Tour.	2,275	34
	E-66 (6)	7-Pass. Tour.	2,300	34
	Jr.	2-Pass. Road.	725	16
1916	CE-23	Road.	675	22
		Sedan	1,095	22
		Coupe	995	22
	CE-25	5-Pass. Tour.	685	22
	CF-30	5-Pass. Tour.	725	20
	CE-33	3-Pass. Road	795	20
1917	35 (4)	Tour.	845	20
	33 (4)	Clf. Road.	845	20
	De Luxe (4)	Tour. or Clf.	935	20
1918	K-32 (4)	2-Pass. Road.	995	20
	K-36 (4)	5-Pass. Tour.	995	20
	De Luxe-35(4)	4-Pass. Cloverleaf	1,055	20
	De Luxe-36(4)	5-Pass. Tour.	1,055	20
	K (4)	3-Pass. Conv. Coupe	1,295	20
	K (4)	5-Pass. Conv. Sedan	1,395	20
1920	L-53-55	3-5-Pass. Rd., Tr.	1,395	20
	L-54	4-Pass. Sport	1,445	20
	L-57	7-Pass. Sedan	2,195	20
	H-53-55	3-5-Pass. Rd., Tr.	1,645	25
	H-54	4-Pass. Sport	1,695	25
	H-57	7-Pass. Sedan	2,395	25
1921	L-53	5-Pass. Tour.	1,295	20
	L-54	4-Pass. Sport	1,345	20
	H-55	6-Pass. Tour.	1,545	25
	H-57	7-Pass. Sedan	2,375	25

CROW-ELKHART
(Six)

6 Touring	\$1,545	Sportster	\$1,595
Roadster	1,545	Special Sport	1,845
5 Sedan	2,375	Coupe	\$

Engine Lycoming
 Cylinders 6
 Bore and Stroke ...31/8 x 5"
 Rated H. P. 23.40
 Brake H. P. 45
 Shape of Cylinders.L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive ...Helical gear
 Cooling System ...Pump
 Oiling System Force feed-splash
 Carburetor Zenith
 Fed By Vacuum
 Ignition Connecticut
 Start and Light ...Dyneto
 Spark Plugs 7/8"
 Battery Exide 6 volt
 Clutch Dry plate multi-disc
 Rear Axle Make ...Peru
 Type Full floating
 Gear Ratio (H) 4.00
 .. Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 117"
 Tread 56"
 Tires 34 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic (Stampar)
 Weight 2630

Serial numbers: on instrument board. Motor numbers: left side crank case.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	E (45, 66)			
	E (65, 25)		6501-7200	\$163
1919	CE (42, 44)			554
	CE (44, 46)		15293-16654	610
1920	H (53, 54, 55)			
	H (57)		16655-	\$
1921	H		19584 up	\$

CUNNINGHAM

Jas. Cunningham, Son & Co., Rochester, N. Y.

4-6 Touring	\$6,200-\$6,700	Limousine	\$8,200
2 Roadster	6,200	Coupe	7,600
4 Sedan	7,600	Brougham	8,100
Cabriolet	8,100	Landau	\$

All Prices on Application.

Engine	.....	Own
Cylinders	.....	8
Bore and Stroke	...	3¼ x 5"
Rated H. P.	.....	45
Brake H. P.	.....	90
Shape of Cylinders	.....	L-Head
Cast	.....	Four
Valve Lift	.....	5/16"
Camshaft Drive	...	Helical
Cooling System	....	Pump
Oiling System	.....	Force Feed
Carburetor	.....	Stromberg 1½"
Fed By	.....	Vacuum
Ignition	.....	Delco S-H
Start and Light	...Westinghouse	Delco
Spark Plug	.....	7/8"
Battery	.....	Willard 6 volt
Clutch	.....	Dry disc
Rear Axle Make	...	Timken
Type	.....	Floating
Gear Ratio (H)	....	4.08
.. Car Drives Thru	....	Springs
Torque Taken By	...	Torque rod
Wheelbase	.....	132-142"
Tread	.....	56"
Tires	.....	35 x 5" and 33 x 5"
Rims	.....	Firestone
Rear Springs	.....	¾ elliptical
Weight	.....	4350-4400

Year	Model	Cyl.	Serial Numbers	Value To-day
1913-4	M	8	M-306—455	\$
1914-5	M		R-456—755	\$
1915-6	S		S-756—990	\$ 681
1916-7	V	8	V-991—1290	\$
1917	V2	8	V2-1290—1597	\$1,528
1917-8	V3	8	V3-1601—1830	\$1,982
1919	V	8	1831—2300	\$3,015
1920	V	8	2451—3000	\$
1921	V	8	33001—4000	\$

Serials on dash—motors on left front motor arm.

CUNNINGHAM—(Continued)

Year		Type	Price	H. P.
1914	R	Touring	\$3,500	36
		Limousine	4,500	36
1915	R	7-Pass. Touring	3,750	36
		Limousine	5,000	36
1916	S	7-Pass. Touring	3,750	36
	V (8)	7-Pass. Touring	3,750	45
		Limousine	5,000	45
1917	V (8 cyl.)	7-Pass. Touring	4,000	45
		Limousine	5,250	45
1918	V (8)	Chassis 132" w. b.	3,650	45
		Touring, Runabout	4,250	45
		Limousine	5,500	45
		Chassis 142" w. b.	3,900	45
		Touring, Runabout	4,750	45
		Limousine	6,000	45
1919	V-3	2-4-7 Road, Tr.	4,850	45
		6-Pass. Tour.	5,350	45
		6-Pass. Tour.	5,650	45
		8-Pass. Com.	5,000	45
		5-Pass. Sedan	6,500	45
		6-7 Pass. Limo.	7,300	45
1920	7A-37½-A	2-4-Pass. Rd., Tr.	6,200	45
		6-7-Pass. Tour.	6,700	45
		3-4-Ps. Spt. Road.	7,500	45
	57-A	7-Ps. Ins. D. Limo.	8,200	45
	58-A	4-Pass. Town Car	8,100	45
	56-A	4-Pass. Cabr't	8,100	45
	62-A	2-Pass. Coupe	7,600	45
	64-A	4-Pass. Sedan	7,600	45

DANIELS

Daniels Motor Car Co., Reading, Pa.

4-7 Touring	\$5,350	7 Limousine	\$6,750
3 Roadster	\$5,350	3 Coupe	\$6,250
7 Sedan	\$6,950	7 Suburban	\$7,025

Engine Own
 Cylinders 8
 Bore and Stroke....3½ x 5¼"
 Rated H. P.....39.2
 Brake H. P.....90
 Shape of Cylinders.L-head
 Cast Fours
 Valve Lift ¼"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Zenith
 Fed By Pressure
 Ignition Delco
 Start and Light Delco
 Spark Plugs ¾"
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make ...Timken
 Full floating
 Gear Ratio (H) 4.08
 Car Drives Thru...Springs
 Torque Taken By..Torque arm
 Wheelbase 132"
 Tread 56"
 Tires 34 x 4½" (Goodyear)
 Rims Firestone
 Rear Springs Semi-elliptic (Stampar)
 Weight 4100 lbs.

Serial numbers: on dash. Motor number: top of timing gear cover.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	A	8	103-257	\$ 548
1917	A	8	258-302	874
	B	8	401-560	\$
1918	A	8	361-383	\$
	B	8	561-741	1,286
1919	A	8	387-	\$
	B	8	742-	1,639
1920	D	8	1001-	1,825
1921	D	8	1100-up	\$

DANIELS—(Continued)

Year		Type	Price	H. P.
1916	(8)	Roadster Tour.	\$2,350	34
		Limousine, Lan.	3,600	34
1917	A, B (8)	Roadster, Tour.	3,100	34
		Cabriolet	3,850	34
		Sedan	4,450	34
		Brougham, Lim.	4,500	34
		Berline	4,550	34
1918	A, B (8)	Roadster	3,250	34
		Touring	3,500	34
		Cabriolet	4,200	34
		Sedan	4,900	34
		Brougham, Lim.	5,200	34
		Berline	5,200	34
1919	P	2-7-Pass. Rd., Tour.	3,750	34
		4-Pass. Coupe, Cab.	4,500	34
		7-Pass. Sedan	5,500	34
		7-Pass. Brougham	6,000	34
1920	D	3-4-Pass. Rd., Tour.	4,850	39
		3-4-Ps. Coupe, Cab.	6,150	39
		4-7-Pass. Sedan	6,300	39
		7-Pass. Sub. Lan.	6,450	39
1921		4-7-Pass. Tour., Rd.	5,350	39
		7-Pass. Sedan	6,950	39
		7-Pass. Limousine	6,750	39
		3-Pass. Coupe	6,250	39
		7-Pass. Suburban	7,025	39

DAVIS

Geo. W. Davis Motor Car Co., Richmond, Ind.

5 Touring	\$1,895	4 Sport	\$1,995
3 Roadster	1,995	4 Coupe	2,795
5 Sedan	2,795	4 Sp'l Sport	2,150

Engine	Continental
Cylinders	6
Bore and Stroke....	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	38
Shape of Cylinders..	L-head
Cast	Block
Valve Lift	¼"
Camshaft Drive	Helical gear
Cooling System ...	Pump
Oiling System	Force feed
Carburetor	Stromberg 1¼"
Fed By	Vacuum
Ignition	Delco
Start and Light	Delco
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Dry single plate
Rear Axle Make ...	Salisbury
Type	Full floating
Gear Ratio (H)	4.75
Car Drives Thru...	Springs
Torque Taken By...	Springs
Wheelbase	120"
Tread	56"
Tires	33 x 4"
Rims	Firestone
Rear Springs	Semi-elliptic (National)
Weight	2950

Year	Model	Cyl.	Serial Numbers	Value
				To-day
1914	50	6	1023-2049	\$
	35	4	111-600	\$
1915	38	4	601-7082	\$ 119
	E	6	1712-8695	312
1916	F-G	6	1005-17623	325
	H-I	6	17624-64199	450
1917	J	6	14500-24050	500
	H-L	6	64200-77060	650
1918	J-J-M	6	30131-32593	825-750
	H-I-L	6		975
1919	N-P	6		\$
	J-M	6	5401-5890	1,070

DAVIS—(Continued)

Year	'Model	Cyl.	Serial Numbers	Value To-day
1920	51 to 55	6	6001-7000	\$
1921	51 to 57	6	7885-	\$
Serial and motor numbers: left side crank case.				
1919 models left rear motor arms.				
Year	Type	Price	H. P.	
1914	35-J, 35-K	5-Pass. Tr., 2-Ps. Rd.	\$1,335	20
	50-A	5-Pass. Tour.	1,985	32
	6-50 (6)	5-Pass. Tour.	2,150	34
		6-Pass. Tour.	2,185	34
1915	38	Run., Tour.	1,235	22
	6-50 (6)	Run., Tour.	2,150	34
1916	6-F (6)	4-Pass. Road.	1,095	25
	6-G (6)	5-Pass. Tour.	1,095	25
	C-38	5-Pass. Tour.	1,165	22
	6-E	7-Pass. Tour.	1,495	29
1917	6-H (6)	7-Pass. Tour.	1,295	25
	6-I (6)	5-Pass. Road.	1,295	25
	6-J (6)	7-Pass. Tour.	1,595	29
	6-JI (6)	5-Pass. Tour.	1,595	29
1918	6-K (6)	7-Pass. Sedan	1,795	25
	6 H-18	7-Pass. Tour.	1,585	25
	6 I-18	5-Pass. Chum. Road.	1,585	25
	6 L-18	7-Pass. Sedan	1,850	25
	6 K-18	4-Pass. Sport	1,650	25
	6 I-18	7-Pass. Tour.	1,950	29
	6 JI 18	5-Pass. Chum. Road.	1,950	29
	6 M-18	4-Pass. Sport	2,050	29
1919	6-H	7-Pass. Tour.	1,595	25
	6-I	5-Pass. Roadster	1,595	25
	6-J	7-Pass. Touring	2,050	25
	6-L	4-Pass. Tour.	1,595	25
	6-M	4-Pass. Tour.	2,050	25
	6-N	7-Pass. Sedan	2,200	25
	6-P	4-Pass. Coupe	2,200	25
	51	5-Pass. Tour.	2,185	25
1920	52	4-Pass. Sport	2,225	25
	53	4-Pass. Spec. Sport	2,350	25
	54	5-Pass. Sedan	3,185	25
	55	4-Pass. Coupe	3,185	25
	61	5-Pass. Tour.	1,895	25
1921	62	4-Pass. Sport	1,995	25
	63	4-Pass. Sp'l Sport	2,150	25
	64	3-Pass. Roadster	1,995	25
	65	Spec. Roadster	2,150	25
	66	5-Pass. Sedan	2,795	25
	67	Spec. Coupe	2,795	25

DISPATCH

Dispatch Motor Car Co., Minneapolis, Minn.

7 Touring	\$1,350	Sedan	\$1,575
2 Roadster	1,290-1,350	Coupe	1,575
Engine Wisconsin			
Cylinders 4			
Bore and Stroke.... $3\frac{1}{4}$ x 5"			
Rated H. P. 22.50			
Brake H. P. 35			
Shape of Cylinders. L-head			
Cast Block			
Valve Lift 9.32"			
Camshaft Drive Helical			
Cooling System Thermo-syphon			
Oiling System Force feed			
Carburetor Rayfield			
Fed By Vacuum			
Ignition Bosch			
Start and Light U. S. L. & H. Co			
Spark Plugs $\frac{1}{2}$ "			
Battery U. S. L. 12 volt			
Clutch Control Unit			
Rear Axle Make ... Own			
Type			
Gear Ratio (H) 4.12			
Car Drives Thru... Radius Rods			
Torque Taken By.. Springs			
Wheelbase 120"			
Tread 56"			
Tires 34 x 4"			
Rims Stanweld			
Rear Springs Elliptic			
Weight 2300			

DIXIE FLYER

Kentucky Wagon & Mfg. Co., Louisville, Ky.

5 Touring	\$1,445	Limousine	\$
2 Roadster	\$1,445	3 Coupe	\$2,295
5-7 Sedan	\$1,965-\$2,345	Brougham	\$

Engine	Herschell-Spillman
Cylinders	4
Bore & Stroke.....	3 1/4 x 5"
Rated H. P.....	16.90
Brake H. P.....	40
Shape of Cyl.....	L-head
Cast	Block
Valve Lift.....	5/16"
Camshaft Drive....	Helical gear
Cooling System.....	Pump
Oiling System.....	Force feed-splash
Carburetor	Stromberg 1"
Fed By.....	Vacuum
Ignitor	Connecticut
Start & Light.....	Dyneto
Spark Plugs.....	7/8"
Battery	Willard 6 volts
Clutch	Plate
Rear Axle Make....	Salisbury
Type	Full floating
Gear Ratio (H).....	4.70
Car Drives Thru....	Springs
Torque Taken By...	Torque Tube
Wheelbase	112"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs.....	3/4 elliptic (Stampar)
Weight	2600 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915-16	L-X	4	1000-3000	\$90
1917	L-X	4	3500-5000	150
1918	L-S	4	3500-5000	260
1919	H-S	4	5001-7000	520
1920	H-S	4	7001-	\$

Serial numbers: cowl board, right side, under hood.

Motor numbers on right side top crank case.

Year	Type	Price	H.P.
1916	L-2 (4) Rd., Tr.	\$795	17
1917	L-3 (4) Rd., Tr.	895	17
	5-Pass. Sedan	1,295	17

DIXIE FLYER—(Continued)

Year		Type	Price	H.P.
1918	LS-35 (4)	4-Ps. Rd., 5-Ps. Tr.	1,095	17
		5-Ps. Conv. Sedan	1,450	17
1919	HS-50	2-5-Ps. Road., Tr.	1,365	17
1920	HS-70	2-5-Ps. Road., Tr.	1,595	20
		2-5-Ps. C'pe, S'd'n	1,965	20
1921	HS-70	4	9000-up	

DODGE

Dodge Brothers, Detroit, Mich.

5 Touring	\$ 955	5 Limousine	\$1,650
2 Roadster	\$ 985	3 Coupe	\$1,585
5-7 Sedan	\$1,785	Brougham	\$
		5 Taxi	\$1,650

Engine Own
 Cylinders 4
 Bore & Stroke.....3 7/8 x 4 1/2"
 Rated H. P.....24.03
 Brake H. P.....35
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive....Helical gear
 Cooling System....Pump
 Oiling System.....Force feed-splash
 Carburetor Stewart 1"
 Fed By.....Vacuum
 Ignition Northeast
 Start & Light.....Northeast
 Spark Plugs.....7/8"
 Battery Willard 12 volt
 Clutch Dry disc
 Rear Axle Make...Own
 Type Full floating
 Gear Ratio (H).....4.17
 Car Drives Thru....Torque tube
 Torque Taken By...Torque tube
 Wheelbase 114"
 Tread 56"
 Tires 32 x 4" Cord
 Rims Kelsey
 Rear Springs.....3/4 elliptic
 Weight 2560 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915		4	371-45000	\$ 300
1916		4	45001-116338	\$ 425
1917	30	4	116339-217925	\$ 575
1918	30	4	217926-303106	\$ 600
1919		4	303107-424146	\$ 650
1920		4	424147-569548	\$
1921		4	569549-up	\$

Serial numbers: toe board, right side. Motor
 numbers: on right hand motor leg.

DODGE—(Continued)

Year		Type	Price	H.P.
1915-16		Road., Tour	\$785	24
		24		
1917	30	Road and Tour.	835	24
		Rd. and Tr. with w. tp.	1,000	24
		Sedan or Coupe	1,265	24
1918	30 (4)	Road. and Tour.	985	24
1918	30 (4)			
		Road. and Tour. with		
		winter top	1,150	24
		Sedan or Coupe	1,425	24
1919		2-5-Ps. Road., Tour.	1,085	24
		5-Pass. Taxi	1,650	24
		3-Pass. Coupe	1,750	24
		5-Pass. Sedan	1,900	24
1920		2-5-Ps. Road., Tour.	1,185	24
		3-Pass. Coupe	1,850	24
		5-Pass. Sedan	2,000	24
1921		5-Pass. Road.	1,235	24
		5-Pass. Tour.	1,285	24
		5-Pass. Sedan	2,150	24
		3-Pass. Coupe	1,900	24

Late 1921 and 22 Prices at Top of First Page.

DORRIS

Dorris Motor Car Co., St. Louis, Mo.

4-7 Touring	\$4,785	Limousine	\$
Roadster	\$	4 Coupe	\$5,800
7 Sedan	\$6,690	Brougham	\$

Engine	Own
Cylinders	6
Bore & Stroke.....	4 x 5"
Rated H. P.....	38.40
Brake H. P.....	
Shape of Cyl.....	Valve-in-head
Cast	Threes
Valve Lift.....	11/32"
Camshaft Drive.....	Helical gear
Cooling System.....	Pump
Oiling System.....	Full force feed
Carburetor	Stromberg 1 1/2"
Fed By.....	Vacuum
Ignition	Bosch
Start & Light.....	Westinghouse
Spark Plugs.....	7/8"
Battery	6 volt
Clutch	Dry multi-disc
Rear Axle Make....	Timken
Type	Semi-floating
Gear Ratio (H).....	3. 10/13
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	132"
Tread	56"
Tires	33 x 5" cord (Goodyear)
Rims	Firestone
Rear Springs.....	Semi-elliptic (Mather)
Weight	3950 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	1A4	4	6111-6220	\$ 334
1916	1A6	6	8001-8140	\$ 565
1917	1B6	6	8141-8289	\$ 670
1918	1C6	6	8300-8392	\$1,374
1919	6-80	6	8400-8674	\$2,000
1920	6-80	6	8675-8900	\$
		4	9017-9088	\$
1921	6-80	6	9089-up	\$

Serial numbers: 1915-16-17-18, on plate on left hand side of motor. 1919-20 top of crank case left hand side of motor.

DORRIS—(Continued)

Year		Type	Price	H.P.
1913-14	H	2-Rd., 4-P. Ty. Tn.	\$2,500	31
		5, 7,-Ps. Tr., 6-Ps. Rd.	2,500	31
		Limousine	3,600	31
1915	1-A-4	4, 5-Pass. Tour.	2,200	31
		6, 7-Pass. Tour.	2,250	31
1916	1A-6 (6)	Roadster, Tour.	2,475	38
		Coupe	3,250	38
		Limousine	3,675	38
	1A-4	Tour ng	2,200	18
1917	1B-6	7-Passenger Tour.	2,785	38
		Coupe	3,325	38
		Sedan	3,350	38
		Limousine	4,150	38
1918	1 C-Six (6)	4, 7-Pass. Tour.	2,995	38
1919	6-80	4-7-Ps. Road. Tour.	3,950	38
		4-Pass. Coupe	4,800	38
		6-Pass. Sedan	5,200	38
1920	6-80	4-7-Ps. Road., Tour.	4,785	38
		4-Pass. Coupe	5,800	38
		6-Pass. Sedan	6,920	38
1921		4-7-Road., Tour.	4,785	38
		4-Pass. Coupe	5,800	38
		7-Pass. Sedan	6,690	38

DORT

Dort Motor Car Co., Flint, Mich.

5 Touring	\$ 985	Limousine	\$
2 Roadster	\$ 985	3 Coupe	\$1,535
5 Sedan	\$1,685	Brougham	\$

Engine Lycoming
 Cylinders 4
 Bore & Stroke.....3 1/2 x 5"
 Rated H. P.....19.6
 Brake H. P.....35
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift 3/16"
 Camshaft Drive Helical gear
 Cooling System....Thermo-Syphon
 Oiling System..... Force feed-splash
 Carburetor Carter 1"
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Westinghouse
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Cone
 Rear Axle Make....Flint
 Type 3/4 floating
 Gear Ratio (H)....4.07
 Car Drives Thru...Springs
 Torque Taken By...Torque Tube
 Wheelbase 105"
 Tread 56"
 Tires 31 x 4" (Goodyear)
 Rims Cleveland
 Rear Springs.....Cantilever
 Weight 2370 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	4	4	101-492	\$128
	5	4	1001-1492	\$150
1916	5	4	1413-2725	\$250
1917	5A	4	2725-9749	\$320
1917	6	4	11397-24368	\$
	9	4		\$350
	9S-9T	4	9750-24368	\$
1918	8	4		\$475
	8C	4		\$
	11	4		\$
1919	11S-T	4	24369-45000	\$500

DORT—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	15	4	45001-	\$
1921	17	4		\$

Serial numbers: on dash under hood. Motor numbers: left side crank case.

Year		Type	Price	H.P.
1915		15 Roadster	\$ 495	14
		15-20 Touring	680	17
1916	4	Roadster	495	14
	4-S	Roadster	540	14
	5	5-Passenger Tour.	650	17
	5-S	5-Passenger Tour.	725	17
1917	9 (4)	4-Passenger Tour.	725	17
	6 (4)	Fleur-De-Lys Rd.	725	17
	9T (4)	Sedanet	845	17
	9S (4)	Sedan	1,095	17
1918	8 (4)	3-Pass. Roadster	925	20
	11 (4)	5-Pass. Touring	925	20
	11T (4)	5-Pass. Sedanet	1,060	20
	11S (4)	5-Pass. Sedan	1,325	20
	8C (4)	3-Pass. Coupe	1,325	20
1919	11	3-5-Ps. Road., Tour.	925	20
		5-Pass. Sedanet	590	20
		3-5-Ps. Sedan, Coupe	1,355	20
1920	10-15	2-5-Ps. Road., Tour.	1,035	20
	10-C-15-S	3-5-Ps. Coupe, Sedan	1,665	20
1921-22		5-Pass. Tour., Road.	985	20
		5-Pass. Sedan	1,685	20
		Coupe	1,535	20

DOUGLAS

Douglas Motors Corp., Omaha, Neb.

Touring \$2,000	Sedan \$
Roadster \$	Coupe \$

Engine	Hershell-Spillman
Cylinders	8
Bore & Stroke.....	3 1/4 x 5"
Rated H. P.....	33.80
Brake H. P.....	75
Shape of Cyl.....	L-head
Cast	Fours
Valve Lift	3/8"
Camshaft Drive	Helical
Cooling System.....	Pump
Oiling System.....	Force Feed
Carburetor	Zenith
Fed By	Vacuum
Ignition	Westinghouse
Start & Light.....	Westinghouse
Spark Plugs	7/8"
Battery	
Clutch	Dry Disc
Rear Axle Make....	Columbia
Type	Full Floating
Gear Ratio (H).....	4.42
Car Drives Thru....	Springs
Torque Taken By...	Torque Arm
Wheelbase	122"
Tread	56"
Tires	34 x 4"
Rims	Firestone
Rear Springs.....	Cantilever
Weight	2350 lbs.

DUPONT

DuPont Motor M'f'g Corp., Wilmington, Del.

4 Touring	\$3,400	Limousine	\$
2 Roadster	\$3,400	Coupe	\$
4 Sedan	\$4,900	5 Suburban	\$4,900

Engine Own
 Cylinders 4
 Bore & Stroke.....3 15/16 x 5 1/8"
 Rated H. P.....24 80
 Brake H. P.....55
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift 3/8"
 Camshaft Drive....Gear
 Cooling System....Pump
 Oiling System.....Full force
 Carburetor Yale
 Fed By Vacuum
 Ignition Eismann
 Start & Light.....Westinghouse
 Battery Exide
 Clutch Dry Disc
 Rear Axle Make....Columbia
 Type Full floating
 Gear Ratio (H)....4.45
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 124"
 Tread 56"
 Tires 32 x 4 1/2" & 32 x 4"
 Rims Firestone
 Rear Springs.....Semi-elliptic
 Weight 3220 lbs

Serial numbers are on plate fastened to front of dash.

				Value	
Year	Model	Cyl.	Serial Numbers	To-day	
1920	A-4	4	10-1-10-150	\$1,900	
1921	A-4	4	10-401-10-500	\$	
Year		Type		Price	H.P.
1920	A-4	2-Pass. Roadster		\$4,000	55
		4-Pass. Touring		4,000	55
		5-Suburban Sedan		5,600	55
		5-Sedan		5,500	55
1921	A-4	4-Pass. Touring		3,400	
		2-Pass. Roadster		3,400	
		4-Pass. Sedan		4,900	
		4-Pass. Suburban		4,900	

DURANT

Durant Motor Co., Flint, Mich.

5 Touring \$890

Engine Spec. Continental
 Cylinders.....4
 Bore & Stroke.....3 7/8 x 4 1/4"
 Rated H. P.....24
 Brake H. P.....35
 Shape of Cl.....L-Head
 Cast Enblock
 Camshaft Helical gear
 Cooling System.....Pump
 Oiling System.....Force feed-splash
 Carburetor Collectson
 Ignition Auto Lite
 Start and Light.....Auto Lite
 Clutch Disc
 Rear Axle Make....Timken
 Type 3/4 floating
 Car Drives Thru....Torque
 Wheelbase 109"
 Tread 56"
 Tires 31 x 4"
 Weight 2300 lb.

Year	Model	Cyl.	Serial Numbers	Value To-day
1922	A-22	4	First Year	\$

ELCAR (FOUR)

Elkhart Carriage & Motor Car Co., Elkhart, Ind.

5 Touring	\$1,195	Limousine	\$
3 Roadster	\$1,195	3 Coupe	\$1,595
5 Sedan	\$1,695	Brougham	\$
4 Sportster	\$1,195		1,645 22

Engine Lycoming
 Cylinders 4
 Bore and Stroke ...3½ x 5"
 Rated H. P.....19.6
 Brake H. P.....37
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 3/16"
 Camshaft Drive Helical gear
 Cooling System Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg 1"
 Fed By Vacuum
 Ignition Delco
 Start and Light Delco
 Spark Plugs 7/8"
 Battery Willard 6 volts
 Clutch Dry plate
 Rear Axle Make...Salisbury
 Type Semi-floating
 Gear Ratio (H) 4.50
 Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 116"
 Tread 56"
 Tires 33 x 4" Firestone
 Rims Stanweld
 Rear Springs Semi-elliptic Sheldon)
 Weight 2740

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	A-B	4	500-200	\$150
1917	D	4	2001-4500	210
	E	4	6501-6700	\$
	F	4	8501-8600	\$
1918	D-E-G-H	4	10001-11000	\$ 370
1919	D-H-G	4	5931-9989	610
1920	4	4	15000-24999	800
1921	D-H-R-K-S	4	20000	
		6	30000	

ELCAR—(Continued)

Serial numbers: on dash. Motor numbers: left side crank case.

Year		Type	Price	H. P.
1916	A-B	5-Ps. Tour. Road.	\$795	20
1917	D-E-F(4)	5-Ps. T., 2, 4-Ps. R.	845	20
	G(4)	5-Ps. Enclosed	995	20
1918	E(4)	4-Ps. Tr., Rd., 5-Ps. Tr.	1,095	20
		5-Ps. Sedan	1,625	20
	D(6)	4-Ps. Tr., Rd., 5-Ps. Tr.	1,375	25
		5-Ps. Sedan	1,795	25
	H(4)	4-Ps. Sportster	1,175	20
	H(6)	4-Ps. Sportster	1,375	25
1919	D-H(4)	4-5-Ps. Road., Tour.	1,225	20
	D-E(6)	4-5-Ps. Road., Tour.	1,475	25
	H(4)	4-Pass. Sportster	1,225	20
	H(6)	4-Pass. Sportster	1,475	25
	G(4)	5-Pass. Sedan	1,775	20
	G(6)	5-Pass. Sedan	1,995	25
1920	H-D(4)	4-5-Ps. Sp'r., Tour.	1,495	20
	H-D(6)	4-5-Ps. Sp'r., Tour.	1,795	25
	K(4)	3-Pass. Coupe	2,095	20
	G(4)	5-Pass. Sedan	2,495	20
	K(6)	3-Pass. Coupe	2,395	25
	G(6)	5-Pass. Sedan	2,495	25
Year	Model	Cyl.	Serial Numbers	Value To-day
1921	D(4)	4	20000	\$
	D(6)	6	30000	\$

ELCAR (SIX)
Elkhart, Indiana

5 Touring D	\$1,385	7 Taxi Cab L	\$2,500
5 Roadster R	\$1,385	3 Coupe K	\$1,735
5 Sedan G	\$1,895	4 Suburban S	\$2,495
4 Sportster H	\$1,385		

Engine Continental
 Cylinders 6
 Bore and Stroke ... $3\frac{1}{4} \times 4\frac{1}{2}$ "
 Rated H. P.....25.35
 Brake H. P.....55
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift $3/16$ "
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Stromberg $1\frac{1}{4}$ "
 Fed By Vacuum
 Ignition Delco
 Start and Light Delco
 Spark Plugs $7/8$ "
 Battery Willard 6 volt
 Clutch Dry plate
 Rear Axle Make...Salisbury
 Type Semi-floating
 Gear Ratio (H) 4.50
 Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 110"
 Tread 56"
 Tires 33 x 4" Firestone
 Rims Stanweld
 Rear Springs Semi-elliptic (Sheldon)
 Weight 2850

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	D-E-G	6	10000-10860	\$450
1919	D-H-G	6	10861-14999	774
1920	D-H-R-K-S-L	6	25000-30000	850
1921	D-H-R-K-S-L	6	3000-	

Serial numbers: on dash. Motor numbers: left side crank case.

ELGIN

Elgin Motor Car Corp., Argo, Ill.

5 Touring	\$1,495	Limousine	\$
Sportster	1,595	Coupe	\$2,395
5 Sedan	\$2,575-\$2,395	Brougham	\$

Engine	Falls
Cylinders	6
Bore and Stroke	...3½ x 4¼"
Rated H. P.	23.44
Brake H. P.	40
Shape of Cylinder	..Valve-in-head
Cast	Elock
Valve Lift	3/16"
Camshaft Drive	Helical gear
Cooling System	Thermo-syphon
Oiling System	 Force feed-splash
Carburetor	Stromberg 1"
Fed By	Vacuum
Ignition	Wagner
Start and Light	Wagner
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Plate
Rear Axle Make	...Columbia
Type	¾ floating
Gear Ratio (H)	4.66
Car Drives Thru	Springs
Torque Taken By	..Torque arm
Wheelbase	118"
Tread	56"
Tires	33 x 4"(Firestone & Good-year)
Rims	Firestone
Rear Springs	Cantilever
Weight	2700

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	16E	6	16-1—1620	\$300
1917	17	6	17-104—17-4002	460
1918	17E	6	17-4003—17-7762	625
1919	H	6	H-104—H-2600	800
1920	K	6	K-2601—	\$
1921	K-1	6	K1-10639—	\$

Serial numbers: 1916-17-18 on dash under hood, later on right hand end front seat. Motor numbers: 1916-17-18 right side crank case. Later right side cylinder block.

ELGIN—(Continued)

Year		Type	Price	H. P.
1916	(6)	3-Ps. Rd., 5-Ps. Tr.	\$845	22
1917	17(6)	4-Ps. Rd., 5-Ps. Tr.	1,095	22
		Conv. Sedan	1,645	22
1918	F(6)	4-Ps. Rd., 5-Ps. Tr.	1,095	22
		Conv. Sedan	1,645	22
	G(6)	4-Ps. Military Scout	1,195	22
1919	H	5-Pass. Tour.	1,485	23
		4-Ps. Vic. Scout	1,585	23
		5-Pass. Sedan	1,950	23
1920	K	5-Pass. Tour.	1,665	23
		4-Ps. Vic. Scout	1,785	23
		5-Pass. Sedan	2,575	23
1921	KI	5-Pass. Touring	1,495	23

ERIE

Erie Motor Car Co., Painesville, O.

Touring	\$850	Sedan	\$
Roadster	\$	Coupe	\$
Engine Golden, Belknap & Swartz			
Cylinders 4			
Bore and Stroke ... $3\frac{3}{4} \times 4\frac{1}{2}$ "			
Rated H. P.....22.50			
Brake H. P.....36			
Shape of Cylinder..L-head			
Cast Block			
Valve Lift $\frac{3}{8}$ "			
Camshaft Drive Chain			
Cooling System ... Thermo			
Oiling System Force and splash			
Carburetor Schebler			
Fed By Gravity			
Ignition Splitdorf			
Start and Light Dyneto			
Spark Plugs $\frac{7}{8}$ "			
Battery			
Clutch Dry Disc			
Rear Axle Make...Salisbury			
Type Floating			
Gear Ratio (H) 4.00			
Car Drives Thru...Torque Tube			
Torque Taken By..Torque Tube			
Wheelbase 118"			
Tread 56"			
Tires 33 x 4"			
Rims Stanweld			
Rear Springs Semi-elliptic			
Weight 2300			

ESSEX

Essex Motors, Detroit, Mich.

5 Touring	\$1,375	5 Sedan	\$2,230
2 Roadster	\$1,375	Cabriolet	\$1,880

Engine	Own
Cylinders	4
Bore and Stroke	...3½ x 5"
Rated H. P.	18.
Brake H. P.	50
Shape of Cylinder	..S & H
Cast	Block
Valve Lift	3125 intake, .325 exhaust
Camshaft Drive	...Helical gear
Cooling System	... Thermo-syphon
Oiling System	Circulating splash
Carburetor	Own
Fed By	Vacuum
Ignition	Delco
Start and Light	...Delco
Spark Plugs	Metric
Battery	Delco 6 volt
Clutch	Multi-disc in oil
Rear Axle Make	...Essex Timken
Type	Semi-floating
Gear Ratio (H)	5 1/11
Car Drives Thru	Springs
Torque Taken By	..Springs
Wheelbase	108½"
Tread	56"
Tires	32 x 4"
Rims	Kelsey
Rear Springs	Semi-elliptic
Weight	2560

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	5 Pass.	4	5000-20000	\$900
	2 Pass.	4	60000-65000	875
	Sedan	4	70000-80000	1,000
1919	5 Pass.	4	5000-20000	1,000
	2 Pass.	4	60000-65000	1,000
	Sedan	4	70000-80000	1,450
1920	5 Pass.	4		
	2 Pass.	4		
	Sedan	4	5000-26999	\$
1921		4	600000-	\$

Serial numbers: left side dash under hood. Motor numbers: left front leg of motor.

ESSEX—(Continued)

Year	Type	Price	H. P.
1918	2-5 Pass. Road., Tour.	\$1,395	18
	5-Pass. Sedan		18
1919	2-5-Pass. Road., Tour.	1,595	18
	5-Pass. Sedan	2,250	18
1920 10-0	2-5-Pass. Tour.	1,795	18
	5-Pass. Sedan	2,650	18
1921	2-5-Pass. Road., Tour.	1,445	18
	5-Pass. Sedan	2,300	18
	Cabriolet	1,950	18
Late 1921-22	Tour, Roadster	1,375	18
	5-Pass. Sedan	2,230	18
	Cabriolet	1,880	18

FERGUS

Fergus Motors of America, Inc., Newark, N. J.

Chassis, \$7,500

Engine	Own
Cylinders	6
Bore and Stroke ...	3¼ x 5"
Rated H. P.....	25.3
Brake H. P.....	80
Shape of Cylinder..	
Cast	
Valve Lift	
Camshaft Drive	
Cooling System	Pump
Oiling System	Force Feed
Carburetor	Zenith
Fed By	Vacuum
Ignition	Delco
Start and Light	Bijur
Spark Plugs	
Battery	Willard
Clutch	Dry Disc
Rear Axle Make...	Own
Type	
Gear Ratio (H)	
Car Drives Thru....	Torque
Torque Taken By. Torque	
Wheelbase	126"
Tread	56"
Tires	32 x 4"
Rims	Disteel wheels
Rear Springs	Cantilever
Weight	2200

Further information not at this time obtainable.
Prices on request.

FERRIS

Ohio Motor Vehicle Co., Cleveland, O.

6 Touring	\$3,350	4 Sedan	\$4,100
2 Roadster	3,350	6 Sport Tour	3,500

Engine Continental
 Cylinders 6
 Bore and Stroke ... $3\frac{1}{2} \times 5\frac{1}{4}$ "
 Rated H. P. 29.40
 Brake H. P. 60
 Shape of Cylinder.. L-head
 Cast Block
 Valve Lift $5/16$ "
 Cam-shaft Drive ... Helical
 Cooling System ... Pump
 Oiling System Force and Splash
 Carburetor Zenith
 Fed By Vacuum
 Ignition Splitdorf
 Start and Light ... Leece-Neville
 Spark Plugs ... $\frac{7}{8}$ "
 Battery Willard
 Clutch Dry Disc
 Rear Axle Make... Columbia
 Type $\frac{3}{4}$ floating
 Gear Ratio (H) ... 4.67
 Car Drives Thru... Torque Tube
 Torque Taken By.. Torque Tube
 Wheelbase 130"
 Tread 56"
 Tires $32 \times 4\frac{1}{2}$ "
 Rims Disc wheels
 Rear Springs Semi-elliptic
 Weight 3200

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	C-20	6	C500-C700	\$1,500
1921	C	6	C701-	

Serial numbers: on dash under hood. Motor numbers: on left side motor crank case.

Year	Model	Type	Price	H. P.
1920	C-20-T	6-Pass. Tour.	\$3,350	29
	C-20-R	2-Pass. Road.	3,350	29
	C-20-S	4-Pas. Sedan	4,875	29



FIAT

Fiat Company, Poughkeepsie, N. Y.

Touring	\$2,900-\$6,450	Limousine	\$3,850
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine Own
 Cylinders 4
 Bore and Stroke ... $5\frac{1}{4} \times 6\frac{3}{4}$ "
 Rated H. P.....42.03
 Brake H. P.....
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift
 Camshaft Drive Helical gear
 Cooling System ... Pump
 Oiling System Full force feed
 Carburetor Zenith
 Fed By Pressure
 Ignition Bosch
 Start and Light Westinghouse
 Spark Plugs $\frac{7}{8}$ "
 Battery 12 volt
 Clutch Dry multi-disc
 Rear Axle Make...Own
 Type Semi-floating
 Gear Ratio (H) 2.75
 Car Drives Thru....Torque Tube
 Torque Taken By..Torque Tube
 Wheelbase 122"
 Tread 56"
 Tires 32 x $4\frac{1}{2}$ "
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 4335 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	55	4		\$1,000
	50	6		1,150
1916	56	6	Refused	1,575
	55	4	by	1,624
1917	E-17	4	Manufacturer	2,200
1918	E-17	4		2,750
1919	55	4		3,850
1920	501	4		\$

Year	Type	Price	H. P.
1914-15	30	\$3,200	16
	Chassis		
	2, 3-Pass. Op.		
	4 to 7-Pass. Op.		
	Enclosed		



FIAT—(Continued)

Year		Type	Price	H. P.
1915	54	Road.	\$3,600	42
		Phaeton, Tour.	3,750	30
		Limousine	5,150	30
		Landaulet	5,250	30
		Berline	5,450	30
	55	Rn., Rd., Tr., Ph.	4,650	42
		Limousine	5,650	42
		Landaulet	5,750	42
		Berline	5,900	42
	56(6)	Rn., Rd., Tr., Ph.	5,150	45
		Limousine	6,150	45
		Landaulet	6,250	45
		Berline	6,400	45
1916	55	Rn., 5, 7-Pass. Tour.	4,850	42
		Limousine	5,850	42
		Landaulet	5,950	42
	55 Spe.	Rn., 5, 7-Pass. Tour.	5,350	42
		Limousine	6,350	42
		Landaulet	6,450	42
	56(6)	Rn., 5, 7-Pass. Tour.	5,360	46
		Limousine	6,350	46
		Landaulet	6,450	46
1917	E-17 (Riviera)	4, 5, 7-Pass. Tr., Rn.	5,500	55
		Limousine, Lim. Br.	6,500	55
		Landaulet, Lan. Br.	6,600	55
		Chas. equip.	5,000	55
		Chas. strip.	4,850	55
1918	E(4)	7-Pass. Tour.	5,500	55
		Limousine Br.	6,500	55
1919	55	7-Pass. Tour.	6,000	55
		7-Pass. Limo.	7,000	55
1920	501	4-5-Pass. Tour.	2,900	23
	505	Touring	5,150	34
	510	Touring	6,450	51
	501	4-5-Pass. Sedan	3,230	23
		2-4-Pass. Runabout	2,650	23
		3-Pass. Coupe	2,080	23

FIAT (Imported)
Works: Turin, Italy

Models 501, 505, 510 Prices c. i. f. New York

Engine	Own	
Model 501	Own—4 Cylinders	
Model 505	Own—4 Cylinders	
Model 510	Own—6 Cylinders	
Carburetor	Fiat (Patented)	
Clutch	Multiple Disc	
Drive	Camdan Shaft-spiral level gears	
Wheels	Optional (steel disc or : steel spoke)	
Lubrication	Pressure (Gear Pump)	
Cooling	Pump	
Wheel Base 501....	104 $\frac{1}{4}$ "	
Wheel Base 505....	120 $\frac{1}{4}$ "	
Wheel Base 510....	134 $\frac{1}{4}$ "	
Model 501		
Chassis		\$2,300
Touring		2,575
Sedan		3,275
Model 505		
Chassis		3,200
Touring		4,600
Landaulet-Brougham		5,200
Model 510		
Chassis		4,100
Touring		5,720
Landaulet-Brougham		6,450
Limousine inside Disc		7,185
Sport Touring		6,250

FORD

Ford Motor Co., Detroit, Mich.

5 Touring	\$355	Runabout	\$325
5 Sedan	\$660	3 Coupe	\$595
Chassis	\$295	Truck	\$445
Engine	Own		
Cylinders	4		
Bore & Stroke	3 3/4 x 4"		
Rated H. P.	22		
Brake H. P.	20		
Shape of Cyl.	L-head		
Cast	Block		
Valve Lift	7/32"		
Camshaft Drive	Helical gear		
Cooling System	Thermo-syphon		
Oiling System	Splash		
Carburetor	Kingston 1 1/8"; Ow & Holley		
Fed By	Gravity		
Ignition	Own		
Start & Light	Own 6 volt		
Spark Plugs	1/2" Long Body		
Battery	Own 6 volt		
Clutch	Disc		
Rear Axle Make	Own		
Type	Semi-floating		
Gear Ratio (H)	3.64		
Car Drives Thru	Torque Tube		
Torque Taken By	Torque Tube; Radius Rods		
Wheelbase	100"		
Tread	56"		
Tires	30 x 3 1/2" Goodyear		
Rims	Own		
Rear Springs	Transverse (own)		
Weight	1500 lbs.		

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	T	4	592675-656063	\$
1915	T	4	680348-1028313	\$100
1916	T	4	1071928-1614516	\$150
1917	T	4	1679591-2449179	\$175
1918	T	4	2503204-2831400	\$200
1919	T	4	2831401-3674000	\$225
1920	T	4	3674001-4233350	\$300
1921	T	4	4233351-	

Serial and motor numbers same: left side cylinder block directly over water jacket.
(Serial numbers for 1921 began with August 1, 1920 production.)

FORD—(Continued)

Year		Type	Price	H.P.
1914	T	Run.	500	22
		Tour.	550	22
		Town Car, Coupe	750	22
1915	T	Run.	440	22
		Tour.	490	22
		Town Car	690	22
		Coupelet	750	22
		Sedan	975	22
1916	T	Run.	390	22
		Tour.	440	22
		Coupelet	590	22
		Town Car	640	22
		Sedan	740	22
1917	(4)	Run.	345	22
		Tour.	360	22
		Coupelet	560	22
		Town Car	645	22
		Sedan	695	22
1918	T (4)	Chassis	400	22
		Run.	435	22
		Touring	450	22
		Coupelet	560	22
		Town Car	645	22
		Sedan	695	22
1919	T	5-Pass. Tour.	525	23
		2-Pass. Runabout	500	23
		2-Pass. Coupe	725	23
		5-Pass. Sedan	875	23
1920	T	5-Pass. Touring	575	23
		2-Pass. Runabout	675	23
		2-Pass. Coupe	850	23
		5-Pass. Sedan	975	23
		Chassis	345	23
1921	T	5-Pass. Tour.	415	23
		2-Pass. Runabout	370	23
		5-Pass. Sedan	760	23
		3-Pass. Coupe	695	23

(Add \$75 for electric starter to prices for runabout and touring car; other models equipped with electric start and light.)

FRANKLIN

H. H. Franklin M'fg Co., Syracuse, N. Y.

5 Touring	\$2,650	Demi Sedan	\$3,050
2-4 Roadster	\$2,550	Demi Coupe	\$2,850
5 Sedan	\$3,650	Brougham	\$3,550
Chassis	\$2,250		

Engine Own
 Cylinders 6
 Bore & Stroke..... $3\frac{1}{4} \times 4"$
 Rated H. P..... 25.35
 Brake H. P..... 40
 Shape of Cyl..... Valve-in-head
 Cast Singly
 Valve Lift $5/16"$
 Camshaft Drive..... Spur gear
 Cooling System..... Air
 Oiling System..... Full force
 Carburetor Own
 Fed By Vacuum
 Ignition Atwater-Kent
 Start & Light..... Dyneto
 Spark Plugs, '14-'19. $\frac{7}{8}"$
 Spark Plugs, Prior. $\frac{1}{2}"$
 Battery Willard 12 volt
 Clutch Single dry plate
 Rear Axle Make.... Own
 Type Semi-floating
 Gear Ratio (H)..... 4.00
 Car Drives Thru.... Springs
 Torque Taken By... Springs
 Wheelbase 115"
 Tread 56"
 Tires $32 \times 4"$ Goodyear
 Rims Goodyear
 Rear Springs Elliptical (Penn.)
 Weight 2445 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	M-tour.	6	20644-21980	\$ 800
	M-road.	6	18528-18652	\$ 780
1917	Tour.	6	21981-25234	\$1,000
	Road.	6	18654-19000	\$1,000
		6	26001-26175	\$1,530

FRANKLIN—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	9-B Tour.	6	52001-59572	\$1,530
	9-B Road.	6	27001-28387	\$1,600
	4-Pass.	6	40001-40600	\$1,600
		6	27303-27571	\$1,600
		6	27574-28366	\$1,600
	Sedan	6	50001-51000	\$1,800
1919		6	90001-90400	\$1,800
	9-B Tour.	6	Serial Nos.	\$2,750
	R'bout	6	Continued	\$2,100
	B'gham	6	From 1918	\$2,700
1920	9-B Tour.	6	60001-	\$
	2-R'd	6	28001-	\$
	4-R d	6	40601-	\$
	Sedan	6	90401-	\$
	B'ham	6	96071-	\$
	Brougham	6	51001-51350	\$2,000
		6	96501-96700	\$
	Cabriolet	6	51651-52000	\$
		6	99001-99500	\$
	Town Car	6	51501-51650	\$
		6	99501-10000	\$
	Limousine	6	51351-51500	\$
		6	98001-98100	\$
	9-B Tour.	6	6001-up	\$
	Road.	6	29001-up	\$1,600
	4-Pass.	6	40601-up	\$
	Sedan	6	90401-up	\$
	Brougham	6	96701-up	\$
	Limousine	6	98101-98256	\$
	Cabriolet	6	51801-up	\$
	Sedanette	5	95001-up	\$

1921 (Cont. from 1920)

Serial numbers: on plate on rear sill of body in rear. Motor numbers: left side motor.

Year		Type	Price	H.P.
1914	6-30 (6)	Road., 5-Pass. Tour.	\$2,300	32
		Coupe	2,950	32
		Sedan	3,200	32
		Limousine	3,300	32
			3,400	32
1915	6-30 (6)	Road., Tour.	2,150	32
		Coupe	2,600	32
		Sedan	3,000	32
		Berline	3,200	32

FRANKLIN—(Continued)

Year		Type	Price	H. P.
1916	Series 8 (6)	Road.	1,900	32
		5-Pass. Tour.	1,950	32
		Coupe	2,600	32
		Brougham	2,800	32
		Sedan	2,850	32
		Berline	3,100	32
1917	Series 9	2-Pass. Road.	2,000	25
		4-Pass. Road. or Tour.	2,050	35
		Cabriolet	2,850	25
		Brougham	2,900	25
		Sedan	2,950	25
		Lim. or Town Car	3,200	25
1918	Series 9-B (6)	Runabout	2,200	25
		4-Pass. Road or Tour.	2,250	25
		Cabriolet	2,850	25
		Brougham	3,000	25
		Sedan	3,050	25
		Limousine, Town Car	3,200	25
1919	Series 9-B	4-5-Ps. Road. Tour.	3,100	25
		2-Pass. Runabout	3,050	25
		4-Pass. Brougham	4,300	25
		5-Pass. Sedan	4,350	25
1920	9-B	2-Pass. Runabout	3,050	25
		4-5-Pass. Road., Tour.	3,100	25
		4-Pass. Brougham	4,300	25
		5-Pass. Sedan	4,350	25
1921	9-B	2-Pass. Runabout	2,550	25
		2-Ps. R'bout, W'ter Tp.	2,550	25
		4-Pass. Roadster	2,550	25
		5-Pass. Touring	2,650	25
		4-Pass. Brougham	3,550	25
		5-Pass. Sedan	3,650	25
		Demi-Coupe	2,850	25
		Demi-Sedan	3,050	25

GARDNER

Gardner Motor Co., St. Louis, Mo.

5 Touring	\$ 995		Limousine	\$
3 Roadster	\$1,125	\$995	Coupe	\$
5 Sedan	\$1,795		Brougham	\$
Engine Lycoming				
Cylinders 4				
Bore & Stroke.....3½ x 5"				
Rated H. P.....19.6				
Brake H. P.....35				
Shape of Cyl.....L-head				
Cast Block				
Valve Lift 5/16"				
Camshaft Drive.....Spur gear				
Cooling System.....Thermo-syphon				
Oiling System.....Force feed-splash				
Carburetor Carter 1"				
Fed By Vacuum				
Ignition Westinghouse				
Start & Light.....Westinghouse				
Spark Plugs.....¾"				
Battery Willard 6 volt				
Clutch Plate				
Rear Axle Make....Flint				
Type ¾ Floating				
Gear Ratio (H)....4.42				
Car Drives Thru....Springs				
Torque Taken By...Springs				
Wheelbase 112"				
Tread 56"				
Tires 32 x 4", 32 x 3½" Goodyear				
Rims Jaxon				
Rear Springs Semi-elliptic (Champion)				
Weight 2325 lbs.				

Year	Model'	Cyl.	Serial Numbers	Value To-day
1920	G	4	1000-	\$
Serial numbers: upper toe board right side.				Motor
number: left side of motor.				

Year	Type	Price	H.P.
1920	G	3-5-Ps. Road., Tour. \$1,285	35
		5-Pass. Sedan 2,135	35
1921	Light 4	5-Pass. Tour. 995	35
		3-Pass. Road. 995	35
		5-Pass. Sedan 1,795	35

GERONIMO

Geronimo Motor Car Co., Enid, Okla.

5-7 Touring	\$1,795	Sedan	\$
Roadster	\$1,795	Coupe	\$

Engine	Rutenber
Cylinders	6
Bore & Stroke.....	3½ x 5"
Rated H. P.....	23.44
Brake H. P.....	45
Shape of Cyl.....	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System.....	Pump
Oiling System.....	Force and Splash
Carburetor	Stromberg
Fed By.....	Vacuum
Ignition	Delco
Start & Light.....	Dyneto
Spark Plug	7/8"
Battery	Exide
Clutch	Dry Disc
Rear Axle Make....	Weiss
Type	¾ Floating
Gear Ratio (H).....	4.50
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	122"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs.....	Semi-elliptic
Weight	2700 lbs.

Fire at Factory. Production Temporarily Discontinued. (June, July, August, 1921.)

Year	Type	Price	H.P.
1921	5-Touring	\$1,795	
1921	Roadster	1,795	

GLIDE **Peoria, Ill.**

5 Touring	\$	Limousine	\$
4 Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine Rutenber
 Cylinders 6
 Bore & Stroke.....3½ x 5"
 Rated H. P.....23.44
 Brake H. P.....45
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift 11/32"
 Camshaft Drive Helical gear
 Cooling System.....Pump
 Oiling System.....Force feed-splash
 Carburetor Rayfield 1
 Fed By.....Vacuum
 Ignition Westinghouse
 Start & Light.....Westinghouse
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make....American
 Type ¾ Floating
 Gear Ratio (H).....4.64
 Car Drives Thru....Springs
 Torque Taken By.. Springs
 Wheelbase 119"
 Tread 56"
 Tires 34 x 4" Goodyear
 Rims Goodyear
 Rear Springs.....¾ elliptic (Amsted)
 Weight 2950 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	30	4	7001-7300	\$
	36	4	5300-5500	\$
1915	30	4	7300-7600	\$200
1916	40	6	9000-9500	\$225
1917	40	6	9501-10000	\$375
1918	40	6	10000-10550	\$300
1919	40	6	10551-	\$500
1920	No Report			
1921	No Report			

Serial numbers: On instrument board. Motor
 number: left side motor.

GLIDE—(Continued)

Year		Type	Price	H.P.
1914		Road., Tr.	\$1,840	27
	25	Road.	1,195	20
1915	30	Road., Tr.	1,195	20
1916	640 (6)	Touring	1,095	23
		Touring	1,125	23
1917	640 (6 cyl.)	5-Ps. Tr., 4-Ps. Rd.	1,295	23
		Sedan	1,495	23
1918	6-40 (6)	5-Ps. Tr., 4-Ps. Rd.	1,495	23
		Sedan	1,795	23

GRANT

Grant Motor Car Corp., Cleveland, O.

5 Touring	\$1,550	Limousine	\$
3 Roadster	1,550	4 Coupe	\$2,450
5 Sedan	2,450	Brougham	\$

Engine	Own
Cylinders	6
Bore & Stroke	3 1/8 x 4 1/2"
Rated H. P.	23.4
Brake H. P.	45
Shape of Cyl.	Valve-in-head
Cast	Block
Valve Lift	9/32"
Camshaft Drive	Helical gear
Cooling System	Thermo-syphon
Oiling System	Force feed-splash
Carburetor	Stromberg 1"
Fed By	Vacuum
Ignition	Atwater-Kent
Start & Light	Wagner-Bijur
Spark Plug	7/8"
Battery	Prest-o-lite 6 volt
Clutch	Dry Disc
Rear Axle Make	Columbia
Type	3/4 floating
Gear Ratio (H)	4.63
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	116"
Tread	56"
Tires	32 x 4" Firestone Cords
Rims	Firestone
Rear Springs	Semi-elliptic (Stampar)
Weight	2700

Year	Model	Cyl.	Serial Numbers	Value To-day
1914-15	M	4	0-3033	\$
1915	T-TT	6	5000-7053	\$ 175
1916	V	6	10000-14002	200
1917	K	6	15000-27000	325
1918	G	6	30001-40001	550
1919	GX	6	30001-38600	700
1920-21	HK	6	50002-56000	\$
1921	HZ		60000-	\$

Serial numbers: right side dash under hood. **Motor**
numbers: left side crank case.

GRANT—(Continued)

Year		Type	Price	H.P.
	M	Run	425	12
1915	V(6)	Road	\$795	22
		Tour.	795	22
		Couplet	975	22
1917	K(6)	3-Ps. Rd., 5-Ps. Tr.	875	22
		5-Ps. Tr. Sedan	1,050	22
		3-Pass. Cabriolet	1,100	22
		Sedan Roadster	1,010	22
1918	G(6)	3-Ps. Rd., 5-Ps. Tr.	1,245	22
		Detachable Sedan	1,350	22
		All-Weather Coupe	1,725	22
		All-Weather Sedan	1,745	22
1919	G-X	2-5-Pass Road.	\$1,120	22
		2-Pass. All-W. Coupe	1,625	22
		5-Pass. All-W. Sedan	1,645	22
		5-Pass. Dem't Sedan	1,400	22
1920	H-X	3-5-Pass. Road., Tour.	1,750	22
		4-5-Ps. Coupe, Sedan	2,550	22
1921		3-5 Pass. Road., Tour.	1,550	22
		4-5-Ps. Coupe, Sedan	2,450	22

H. C. S. (HARRY C. STUTZ)

H. C. S. Motor Car Co., Indianapolis, Ind.

4 Touring	\$2,975	Limousine	\$
2-3 Roadster	2,925	Coupe	\$3,650
Sedan	\$	Brougham	\$

Engine Weidley (Special)

Cylinders 4

Bore and Stroke....3½ x 5½

Rated H. P.....21.3

Brake H. P.....50

Shape of Cylinder..Valve-in-head

Cast Block

Valve Lift 5/16

Camshaft Drive Helical Gear

Cooling System ...Pump

Oiling System Force feed

Carburetor

Fed By Pressure

Ignition Delco

Start and Light Delco

Battery

Clutch Dry disc plate

Rear Axle Make....Own

Type ¾ floating

Gear Raito (H)

Car Drives Thru....Torque Tube

Torque Taken By..Torque Tube

Wheelbase 120"

Tread 54"

Tires 32 x 4½

Rims Wire wheels

Rear Springs Semi-elliptic

Weight 3200

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	Tour.	4	Not Obtainable	\$
Year		Type		Price H.P.
1920		4-Pass. Tour.		\$2,950 22

HALLIDAY

Halladay Motors Corp., Newark, Ohio

5 Manhattan Spe. \$1,785 Moderncraft Spec. \$2,485

Engine Rutenber
 Cylinders 6
 Bore and Stroke....3½ x 5"
 Rated H. P.....23.44
 Brake H. P.....46
 Shape of Cylinder..L-head
 Cast Blcck
 Valve Lift 5/16"
 Camshaft Drive Helical gear
 Cooling System ...Pump
 Oiling System Force feed-splash
 Carburetor Stromberg 1½"
 Fed By Vacuum
 Ignition Atwater-Kent
 Start and Light Westinghouse
 Spark Plugs ¾"
 Battery U. S. L. 6 volt
 Clutch Plate
 Rear Axle Make....Spacke
 Type Full floating
 Gear Ratio (H)....4.58
 Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 116" and 123"
 Tread 56"
 Tires 33 x 4" Firestone
 Rims Firestone
 Rear Springs ¾ elliptic (Stanpar)
 Weight 2650 and 3050

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	6-40	6		\$90
1916	R-2	6		135
1917	S	6		270
1918	S	6		375
	T-R	6		450
1919	17-16	6		650
	19-20	6		675
1920	21-22	6		\$
1921	Man. Spl. 6		210001-	\$
Year		Type	Price	H. P.
1914	(6)	Fore-d. Tour	\$1,385	34
1915	6-40	7-Pass. Tcur.	1,385	22
1916	R-2	Road. Tr.	1,385	22

HALLADAY—(Continued)

Year		Type	Price	H.P.
1917	S	4-5-Ps. Road., Tour.	1,150	23
	R	2-5-Ps. Road., Tour.	1,385	23
1918	S	5-Pass. Tour.	1,385	23
	T-R	3-5-Ps. Road., Tour.	1,575	23
1919	17-16	4-5-Ps. Road., Tour.	1,585	23
	18	5-Pass. Sedan	2,385	23
	19-20	3-5-Ps. Road., Tour.	1,785	23
1920	21-22	3-5-Ps. Road., Tour.	1,985	23
1921	Man. Sp'l	5-Pass. Tour.	1,785	23

HANSON

Hanson Motors Co., Atlanta, Ga.

5 Touring	\$2,185	5-7 Sedan	\$3,165
2-3 Roadster	2,185	4 Sportster	2,285

Engine	Continental
Cylinders	6
Bore and Stroke....	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	54
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Force feed-splash
Carburetor	Marvel 1¼"
Fed By	Vacuum
Ignition	Delco
Start and Light	Delco
Spark Plugs	¾"
Battery	Presto-Lite 6 volt
Clutch	Plate
Rear Axle Make....	Timken
Type	¾ floating
Gear Ratio (H)	4.31
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	121"
Tread	56"
Tires	32 x 4"
Rims	Kelsey
Rear Springs	Semi-elliptic (Detroit)
Weight	3060

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	45	6		\$400
1919	45-A	6		475
1920	54-A	6	2062 up	1,000
1921	54-A	6	Continued	\$

Serial numbers are located under front seat, left end. Motor numbers are on right side of crank-case.

Year	Model	Type	Price	H. P.
1918	45	5-Pass. Tour.	\$1,685	25
1919	45-A	Road., Tour.	1,685	25
1920	54-A	5-Pass. Tour.	2,165	25
		4-Ps. Coupe, Sedan	2,885	25

HARROUN

Harroun Motors Corp., Wayne, Mich.

5 Touring	\$1,195	Limousine	\$
2-4 Roadster	1,195	Coupe	\$
Sedan	\$	Brougham	\$

Engine Own
 Cylinders 4
 Bore and Stroke.... Block
 Rated H. P..... 16.90
 Brake H. P..... 43
 Shape of Cylinder.. Valve-in-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical gear
 Cooling System ... Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Remy
 Start and Light Remy
 Spark Plugs 7/8"
 Battery 6-volt
 Clutch Oil-cone
 Rear Axle Make.... Adams
 Type Full floating
 Gear Ratio (H) 4.00
 Car Drives Thru.... Springs
 Torque Taken By.. Torque Tube
 Wheelbase 106"
 Tread 56"
 Tires 30 x 3 1/2 Miller
 Rims Stanweld
 Rear Springs Cantilever—Own
 Weight 2000

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	AA1	4	101-549	\$
1918	AA1	4	550-2381	\$ 200
1919	AA1	4	2382-2624	220
1920	AA1	4	2625-	\$

Serial numbers: under front cushion right side.

Motor numbers: front and cylinder block.

HARROUN—(Continued)

Year		Type	Price	H. P.
1917-18	(A)	4-Ps. Rd., 5-Ps.	\$785	17
1918	AA1(4)	5-Ps. Touring	895	17
		2-Ps. Roadster	1,095	17
1919	AA-1	5-Ps. Road., Tour.	995	17
		2-Pass. Road.	1,095	17
1920	AA-1	2-4-Pass. Road.	1,095	17
		5-Pass. Tour.	995	17
1921		5-Pass. Tour.	1,195	17



HARVARD

Harvard-Pioneer Motor Car Corp., Troy, N. Y.

Touring	\$850	Sedan	\$
Roadster	\$	Coupe	\$

Engine Sterling
 Cylinders 4
 Bore and Stroke.... $3 \times 4\frac{1}{4}$ "
 Rated H. P..... 14.40
 Brake H. P..... 28
 Shape of Cylinder.. L-head
 Cast Block
 Valve Lift
 Camshaft Drive Helical
 Cooling System ... Thermo-syphon
 Oiling System Force and splash
 Carburetor Zenith
 Fed By Gravity
 Ignition Atwater-Kent
 Start and Light Wagner
 Spark Plugs $7\frac{1}{2}$ "
 Battery Nat. Carb.
 Clutch Cone
 Rear Axle Make.... Peru
 Type Semi-floating
 Gear Ratio (H).... 4.00
 Car Drives Thru... Springs
 Torque Taken By.. Springs
 Wheelbase 100"
 Tread 56"
 Tires 28 x 3"
 Rims Baker
 Rear Springs Cantilever
 Weight

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	4-20	4		\$850

HATFIELD

Cortland Cart & Carriage Co., Sidney, N. Y.

5 Touring	\$1,395	Limousine	\$
4 Roadster	1,395	Coupe	\$
5 Sedan	\$2,250	Brougham	\$
Engine	Herschel-Spellman		
Cylinders	4		
Bore and Stroke	3¼ x 5"		
Rated H. P.	19.6		
Brake H. P.	42		
Shape of Cylinder	..L-head		
Cast	Block		
Valve Lift	5/16"		
Camshaft Drive	...Helical gear		
Cooling System	...Thermo-syphon		
Oiling System	Force feed-splash		
Carburetor	Zenith 1¼"		
Fed By	Vacuum		
Ignition	Connecticut		
Start and Light	Dyneto		
Spark Plugs	7/8"		
Battery	Willard 6 volt		
Clutch	Plate		
Rear Axle Make	Columbia		
Type	Full floating		
Gear Ratio (H)	5.00		
Car Drives Thru	Springs		
Torque Taken By	..Springs		
Wheelbase	115"		
Tread	56"		
Tires	32 x 4" Firestone		
Rims	Firestone		
Rear Springs	 Semi-elliptic (Sheldon)		
Weight	2670		

Equipment all usual equipment, also spare tire and tube, bumper, eight-day clock and scuff mats on running board; Moto-meter.

Year		Type	Price	H. P.
1917	1 (4)	Suburban	\$800	12
	B (4)	Speedster Road.	875	22
	H (4)	Roadster	875	22
	A (4)	Touring	950	22
1918	I (4)	Suburban	875	22
	H (4)	2-Pass. Road.	950	22
	B (4)	Speedster Road.	950	22
	A (4)	5-Pass. Tour.	1,080	22
	C (4)	4-Pass. Road.	1,090	22

HATFIELD—(Continued)

Year		Type	Price	H. P.
1919	I-4	Suburban	950	22
	H-4	2-Pass. Roadster	1,050	19.6
	B-4	Speedster	1,050	19.6
	A-4	5-Pass. Tour.	1,180	19.6
	C-4	4-Pass. Road.	1,190	19.6
1920	A-42	5-Pass. Tour.	1,695	19.6
	C-42	4-Pass. Road.	1,695	19.6
		2-Pass. Road.	1,125	19.6
1921		5-Pass. Tour.	1,395	19.6
		4-Ps. Chummy Road.	1,395	1.96
		5-Pass. Sedan	2,250	19.6

HAYNES

Haynes Automobile Co., Kokomo, Ind.

7 Touring	\$2,935	5 Suburban	\$4,250
2 Speedster	3,500	4 Tourister	2,935
7 Sedan	4,250	5 Brougham	3,950

Model 47

Engine	Own
Cylinders	6
Bore and Stroke....	3½ x 5"
Rated H. P.....	29.40
Brake H. P.....	51
Shape of Cylinder.	L-head
Cast	Block
Valve Lift	.31
Camshaft Drive	Helical gear
Cooling System ...	Pump
Oiling System	Force feed-splash
Carburetor	Rayfield 1¼"
Fed By	Vacuum
Ignition	Kingston
Start and Light	Leece-Neville
Spark Plugs	¾"
Battery	Willard 6 volt
Clutch	Dry multi-disc
Rear Axle Make....	Own
Type	¾ floating
Gear Ratio (H)....	4.42
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	132"
Tread	56"
Tires	34 x 4½" Firestone
Rims	Firestone
Rear Springs	Semi-elliptic (Rowland)
Weight	3400

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	26-7-8	6	6601-8499	\$
1915	30-1-2-3		8552-10949	\$ 100
1916	34-5-6-7		10951-15999	400
1917	36-7		16002 up	750
1918	38-9		29650 up	1,000
1919	45		32894 up	1,500
1920	47		32894 up	1,800
1921	47	6	38000-	\$
1921	48	12	21565-	\$

HAYNES—(Continued)

Note—Cord tires and wire wheels are standard on all 12-cylinder cars.

Serial numbers: right side dash. Motor numbers: right side timing gear case.

5 Wire Wheels, \$150.00 extra

5 Disc Wheels, 250.00 extra

Year		Type	Price	H. P.
1914	28	Rn., Torp., Tr.	\$1,985	29
		Coupe	2,700	29
	26 (6)	Rn., Torp., Tr.	2,700	43
		Coupe	3,200	43
	27 (6)	Rn., Torp., Tr.	2,785	43
1915		Limousine	3,850	43
	30 (6)	Road., Tr.	1,485	29
		Cabriolet	1,750	29
	31 (6)	Tour.	2,250	43
		Coupe	3,000	43
1916	32	Tour.	1,660	29
		Coupe	2,500	29
	33 (6)	7-Pass. Tour.	1,500	29
	34 (6)	5-Pass. Tour.	1,385	29
		3-Pass. Road.	1,485	29
1917	35 (6)	7-Pass. Tour.	1,495	29
	36 (6)	Road., Tr.	1,485	29
	37 (6)	7-Pass. Tour.	1,595	29
	40 (12)	Road., Tr.	1,885	36
	41 (12)	7-Pass. Tour.	1,985	36
1918	36 (6)	Touring	1,395	29
		Tr. Sedan	2,260	29
	37 (6)	Tr. Rd.	1,725	29
		Tr. Sedan	2,360	29
	40 (12)	Touring	2,095	36
1919		Tr., Sedan	2,760	36
	41 (12)	Tr., Rd.	2,225	36
		Tr., Sedan	2,800	36
	38 (6)	Touring	1,850	29
	39 (6)	Tour., Fourdore Rd.	1,950	29
1920	39 (6)	Coupe	2,535	29
	39 (6)	Sedan	2,595	29
	39 (6)	Town Car	3,250	29
	44 (12)	Tour., Fourdore Rd.	2,910	36
	44 (12)	Coupe	3,335	36
1921	44 (12)	Sedan	3,385	36
	44 (12)	Town Car	3,985	36

HAYNES—(Continued)

Year	Type	Price	H.P.
1919-20 45 (6)	4-7-Pass. Road., Tour.	2,685	29
	4-Pass. Coupe	3,650	29
	7-Pass. Sedan	4,250	29
	Brougham	3,950	29
	4-7-Ps. Road., Tour.	3,450	36
46 (12)	4-Pass. Coupe	4,350	36
	Sedan	4,950	36
	4-7-Ps. Tr., Tourster	2,935	29
	2-Ps. Spl. Speedster	3,500	29
	*4-Pass. Coupe	3,650	29
1921 47 (6)	5-Pass. Brougham	3,950	29
	7-Pass. Suburban	4,250	29
	7-Pass. Sedan	4,250	20
	7-4-Ps. Tr. Tourster	3,635	36
	4-Pass. Tourster	3,635	36
1921 48 (12)	2-Ps. Spl. Speedster	4,200	36
	*4-Pass. Coupe	4,350	36
	5-Pass. Brougham	4,650	36
	7-Pass. Suburban	4,950	36

(All except (*) have 132-inch wheelbase.)

Model 48

7 Sedan	\$4,950	7 Touring	\$3,450
4 Coupe	4,350	4 Roadster	3,450

Engine Own
 Cylinders 12
 Bore and Stroke....2¼ x 5"
 Rated H. P.....36.30
 Brake H. P.....62
 Shape of Cylinder..Valve-in-head
 Cast Sixes
 Valve Lift 31
 Camshaft Drive Chain
 Cooling System ...Pump
 Oiling System Full force feed
 Carburetor Rayfield
 Fed By Vacuum
 Ignition Delco
 Start and Light Leece-Neville
 Spark Plugs ¾"
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make....Own
 Type ¾ floating
 Gear Ratio (H)....4.07

HAYNES—(Continued)

Car Drives Thru....Springs
Torque Taken By..Springs
Wheelbase 132"
Tread 56"
Tires 34 x 4½" Firestone Cd.
Rims Firestone
Rear Springs Semi-elliptic (Rowland)
Weight 3600

Year	Model	Cyl.	Serial Numbers	Value
				To-day
1917	40-41	12	21000-24000	\$250
1918	44	12	21000-24000	350
1919	46	12	21364-240000	550
1920	46	12	21364-24000	2,000
1921	48	12		\$

Serial numbers: right side dash. Motor numbers:
right side timing gear case.

HOLLIER

Lewis Spring & Axle Co., Chelsea, Mich.

5 Touring	\$1,985	Limousine	\$
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine Continental
 Cylinders 6
 Bore and Stroke... 3¼ x 4½"
 Rated H. P..... 25.35
 Brake H. P..... 55
 Shape of Cylinder.. L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Zenith 1¼"
 Fed By ... Vacuum
 Ignition Remy
 Start and Light.... Westinghouse
 Spark Plugs 7/8"
 Battery U. S. L. 6 volt
 Clutch Dry multi-disc
 Rear Axle Make. .. Own
 Type Full floating
 Gear Ratio (H).... 4.41
 Car Drives Thru... Springs
 Torque Taken By.. Torque tube
 Wheelbase 120"
 Tread 56"
 Tires 33 x 4" Goodrich
 Rims Firestone
 Rear Springs Cantilever (Lewis)
 Weight 2800

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	158	8	1-623	\$ 50
	158R	8	1-60	\$
1916	168	8	5-94	\$ 75
1917	186	6		100
	178	8		100
			6194-7010	\$
1918	188	8		\$ 250
	206	6	6194-7010	250
1919	206	6	10001-10201	500
1920	206B	6		1,200
1921	No production			

Serial numbers: heel board front seat. Motor numbers: left side crank case.

HOLLIER—(Continued)

Year		Type	Price	H. P.
1916	(8)	Road., Tr	\$985	29
1917	186	5-Pass. Tour.	1,085	22
	178	5-Ps. Tr., 4-Ps. Rr.	1,285	29
1918	196 (6)	5-Pass. Touring	1,085	22
	206 (6)	5-Pass. Touring	1,485	25
	188 (8)	5-Pass. Touring	1,385	29
1919	206 (6)	5-Pass. Tour.	1,785	25
	208 (8)		2,085	29
1920	206-B (6)	5-Pass. Tour.	1,985	25

HOLMES

Holmes Automobile Co., Canton, O.

7 Touring	\$2,950	4 Coupe	\$3,850
4 Roadster	2,950	Cali Sedan	3,200
7 Sedan	4,150		

Engine	Own
Cylinders	6
Bore and Stroke....	3½ x 4¼"
Rated H. P.....	29.40
Brake H. P.....	40
Shape of Cylinder..	Valve-in-head
Cast	Singly
Valve Lift	5/16"
Camshaft Drive	Helical gear
Cooling System	Air
Oiling System	Full force feed
Carburetor	Stromberg 1¼"
Fed By	Vacuum
Ignition	Eismartin
Start and Light....	Dyneto
Spark Plugs	⅞"
Battery	Willard 12 volt
Clutch	Disc
Rear Axle Make....	Timken
Type	Semi-floating
Gear Ratio (H)....	4.90
Car Drives Thru...	Springs
Torque Taken By..	Springs
Wheelbase	126"
Tread	56"
Tires	34 x 4½"
Rims	Firestone Type E
Rear Springs	Elliptical (Stanpar)
Weight	2950

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	Series 1	6	1-499	\$800
1919	Series 1	6	500-19850	1,100
1920	Series 2	6	19851-	2,000
1921	4-1	6	40000	\$

Serial numbers: on frame under right rear fender.

Motor numbers: left side on No. 1 cylinder.

Year	Type	Price	H. P.
1918	Series 1 Touring	\$2,550	29



HOLMES—(Continued)

Year		Type	Price	H.P.
1919	Series 1	4-7-Ps. Road., Tour.	2,900	29
		5-Ps. 2-dr. Sedan	3,900	29
		5-Ps. 4-dr. Sedan	4,000	29
1920	Series 2	2-s. Sport Coupe	3,700	29
		4-7-Ps. Road., Tour.	3,350	29
		4-Pass. Coupe	4,250	29
		6-Pass. Sedan	4,550	29
1921	Series 4-1	7-Ps. Tour. Bds.	2,950	29
		7-Ps. Sedan	4,150	29
		4-Ps. Coupe	3,850	29
		Coli. Sedan	3,200	29

HUDSON

Hudson Motor Car Co., Detroit, Mich.

4-7 Phaeton	\$1,895	4 Coupe	2,770
7 Sedan	2,895	4 Cabriolet	2,495
7 Limousine	3,495	Tour. Limousine	3,120

Engine	Own
Cylinders	6
Bore and Stroke....	3½ x 5"
Rated H. P.....	29.40
Brake H. P.....	76
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	.3125 intake, .325 exhaust
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Circulating splash
Carburetor	Own
Fed By	Vacuum
Ignition	Delco
Start and Light....	Delco
Spark Plugs	7/8"
Battery	Exide 6 volt
Clutch	Multi-disc in oil
Rear Axle Make....	Hudson Timken
Type	Semi-floating
Gear Ratio (H)....	49/11
Car Drives Thru...	Springs
Torque Taken By..	Springs
Wheelbase	126"
Tread	56"
Tires	34 x 4½"
Rims	Kelsey
Rear Springs	Semi-elliptic
Weight	3575

Year	Model	Cyl.	Serial Numbers	Value
				To-day
1914	54	6	56501-61700	\$
	40	6	63001-77201	\$
1915	40	6	73501-90000	\$ 200
	54	6	59001-62000	200
1916	40	6	G10001-G40000	250
1917	H	6	H1-99999	\$
	J	6	1-97999	700
1918	M	6	5000-97499	1,000

HUDSON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	O	6	50000-90999	1,200
1920	10-0		5000-91999	1,800
1921	10-0		100000 up	\$

Serial numbers: right goose neck. Motor numbers: left side crank case front.

Year		Type	Price	H. P.
1914	Six-40 (6)	Rn., 6-Pass. Tr.	\$1,750	29
		Cabriolet	1,950	29
	Six-54 (6)	7-Pass. Tour.	2,250	41
		Sedan	3,100	41
1915	Six-40 (6)	Rd., Tr., Phae.	1,550	29
		Cabriolet	1,750	29
		Coupe	2,150	29
		Limousine	2,550	29
		Landau Lim.	2,700	29
	Six-54 (6)	Phae., 7-Pass. Tr.	2,350	41
		Sedan	3,100	41
		Limousine	3,500	41
1916	Super-Six(6)	Rd., 7-Pass. Ph.	1,475	29
		Cabriolet	1,675	29
		Tour. Sedan	2,000	29
		Town Car, Lim.	2,750	29
	Six-54 (6)	7-Pass. Phae.	2,350	41
1917	Super-Six(6)	7-Ps. Ph., 2-Ps. Rd.	1,650	29
		4-Ps. Speedster	1,750	29
		3-Pass. Cabriolet	1,950	29
		Tour. Sedan	2,175	29
		Lim., Town Car	2,925	29
		Town Car Land.	3,025	29
		Limousine Land.	3,025	29
1918	Super-Six(6)	2-Ps. Rd.	1,650	29
	M	7-Ps. Ph.	1,950	29
		3-Ps. Cabriolet	1,950	29
		4-Ps. Phaeton	2,050	29
		Tour. Sedan	2,175	29
		Runabout Land.	2,350	29
		Four-door Sedan	2,750	29
		Tour. Lim.	3,150	29
1918	Super-Six(6)	Lim., Town Car	3,400	29
		Town-Car-Land.	3,500	29
		Limousine-Land.	3,500	29
		Full Float. Land.	4,250	29

HUDSON—(Continued)

Year		Type	Price	H. P.
1919	Super-Six-O	4-7-Ps. Phae., Tour.	2,200	29
		2-Ps. Rbt.-Lan.	2,700	29
		7-Ps. Tn. Car-Lim.	3,775	29
		7-Ps. Tn. Car-Lan.	3,875	29
		7-Ps. 4-d'r Sedan	2,900	29
		3-Pass. Cab.	2,575	29
		4-Pass. Coupe	3,075	29
		4-Ps. Tr.-Lim.	3,425	29
		4-7-Pass. Phaeton	2,600	29
		7-Ps. F'd. Sedan	3,400	29
		4-Pass. Coupe	3,575	29
		4-Ps. Tour.-Lim.	3,925	29
		7-Pass. Limousine	4,275	29
1920	10-0	4-7-Pass. Phaeton	2,600	29
		7-Pass. Fore-d. Sedan	3,400	29
		4-Pass. Coupe	3,575	29
		4-Pass. Four-Limo.	3,925	29
		7-Pass. Limo.	4,275	29
1921		7-Pass. Limo. Town	2,250	29
		Sedan	3,250	29
		4-Pass. Coupe	3,125	29
		7-Pass. Limo.	3,850	29
1922		4-7-Ps. Phaeton	1,895	
		7-Pass. Sedan	2,895	
		7-Pass. Limousine	3,495	
		4-Pass. Coupe	2,770	
		4-Pass. Cabriolet	2,495	
		Tour. Limo.	3,120	

HUFFMAN

Huffman Bros. Motor Co., Elkhart, Ind.

5 Touring \$1,795 2 Roadster \$1,845

Engine Continental
 Cylinders 6
 Bore and Stroke....3¼ x 4½"
 Rated H. P.....25.35
 Brake H. P.....55
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force feed and splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Conecticunt
 Start and Light....Dyneto-6
 Spark Plugs 7/8"
 Battery Willard-6
 Clutch Plate
 Rear Axle Make....Salisbury
 Type Full-floating
 Gear Ratio (H)....4.5
 Car Drives Thru...Springs
 Torque Taken By..Springs
 Wheelbase 120"
 Tread 56"
 Tires 32 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 2980

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	7-W	6	Up to 7-W 2200	\$1,000
	7-R	6	Up to 7-R 2200	1,100
1921	7	6	2135 up	\$

Serial numbers: on left horn of frame. Motor numbers: on right side of crankcase.

Year		Type	Price	H. P.
1920	7-W	2-5-Pass. Road., Tour.	\$1,995	25
		5-Pass. Sedan	2,975	25

HUPMOBILE

Hupp Motor Car Corp., Detroit, Mich.

2 Roadster	\$1,485	Limousine	\$
5 Touring	\$1,485	4 Coupe	\$2,400
5 Sedan	\$2,485	Brougham	\$

Engine Own
 Cylinders 4
 Cast En Bloc
 Bore and Stroke.... $3\frac{1}{4} \times 5\frac{1}{2}$ "
 Rated H. P.....16.90
 Brake H. P.....35
 Shape of Cylinder. L-head
 Cast Block
 Valve Lift $5/16$ "
 Camshaft Drive....Chain
 Cooling System Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg 1"
 Fed By Vacuum
 Ignitor Atwater-Kent
 Start and Light....Westinghouse
 Spark Plugs $\frac{7}{8}$ "
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make. ..Own
 Type $\frac{3}{4}$ floating
 Gear Ratio (H)....4.87
 Car Drives Thru...Springs
 Torque Taken By..Springs
 Wheelbase 112"
 Tread 56"
 Tires 32 x 4 Goodyear
 Rims Kelsey
 Rear Springs Semi-elliptic
 Weight 2475 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	H	4	43000-50400	\$
	K	4	52001-54500	\$
1915	H	4	50400-51990	\$ 175
	K	4	54500-58000	\$ 175
	N	4	60000-65000	\$
1916	N	4	65001-78000	\$ 300
1917	N-4-5-6	4	75001-87519	\$
1917-18-19	R1	4	R-1-11000	\$

HUPMOBILE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	R1	4	R-1-11000	\$ 700
1919	R2	4	15001-20000	\$ 900
1920	R-3-	4	20001-30000	\$1,000
1920	R-4-5	4	30000-55000	\$

Serial numbers: under dash behind cowl. Motor number: on oil gauge.

Year		Type	Price	H.P.
1914	H	5-Pass. Tour.	\$1,050	17
	HR	Road.	1,050	17
	HM	6-Pass. Tour.	1,200	17
	HAK	Coupe	1,350	17
1915	H-A	Road., Tour.	1,050	17
	K	Road., Tour.	1,200	18
		Coupe	1,325	18
		Sedan	1,365	18
1916	N, NR	5-Ps. Tr., 2-Ps. Rd.	1,185	22
	NO	Sedan	1,365	22
	NU	7-Pass. Tour.	1,340	22
	NL	Lim.	2,365	22
1917	NR (4)	2-Pass. Road.	1,385	22
	N (4)	5-Pass. Tour.	1,385	22
	NU (4)	7-Pass. Tour.	1,540	22
	NQ (4)	5-Pass. Sedan	1,735	22
1918	R (4)	5-Pass. Tour.	1,385	17
	RR (4)	2-Pass. Road.	1,385	17
1919	R	2-5-Ps. Road., Tour.	1,450	17
1920	R	2-5-Ps. Road., Tour.	1,685	17
		4-5-Ps. Coupe, Sedan	2,485	17
1921	R-5	2-5-Ps. Road., Tour.	1,485	17
1921	R-5	5-Ps. Sedan	2,485	
1921	R-5	4-Ps. Coupe	2,400	

JACKSON

Jackson Motors Corp., Jackson, Mich.

5 Touring	\$1,950	Limousine	\$
4 Roadster	\$2,350	Coupe	\$3,760
5 Sedan	\$3,760	Brougham	\$

Engine Ferro
 Cylinders 6
 Bore and Stroke....3¼ x 4½"
 Rated H. P.....25.35
 Brake H. P.....48
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Stromberg 1¼"
 Fed By Vacuum
 Ignition Auto-Lite
 Start and Light....Auto-Lite
 Spark Plugs 7/8"
 Battery 6 volt
 Clutch Dry plate-multi-disc
 Rear Axle Make....Salisbury
 Type ¾ Floating
 Gear Ratio (H)....5.18
 Car Drives Thru...Springs
 Torque Taken By..Springs
 Wheelbase 121"
 Tread 56"
 Tires 3½ x 4"
 Rims Stanwell
 Rear Springs Semi-elliptic
 Weight 2800 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	44-45	4		\$ 50
	48	6	Not	\$ 50
1916	34-44-46	4	obtainable	\$ 100
	68-348	6		\$ 100
				\$ 150
1916-17	349-350	8	20000-21925	\$ 200
1917-18	349	8	21926-21989	\$ 250
1919	350		No cars built	\$1,400
1920	6-38			

JACKSON—(Continued)

Year		Type	Price	H.P.
1914	Olympic	5-Pass. Tour.	\$1,385	27
	Majestic	5-Pass. Tour.	1,885	32
	Sultanic (6)	5-Pass. Tour.	2,150	41
		7-Pass. Tour.	2,300	41
1915	44	Road., Tour.	1,250	27
	46	Tour.	1,375	32
	48 (6)	Tour.	1,650	29
1916	34	5-Pass. Tour.	985	20
	348 (8)	5-Pass. Tour.	1,195	26
	68 (8)	7-Pass. Tour.	1,685	39
	44	Road., Tour.	1,135	27
	46	Tour.	1,250	32
1917	Wolverine	2, 4-Pass. Road.	\$1,395	29
	349			
	(8)	5-Pass. Tour.	1,395	29
		5-Pass. Detch. Sedan	1,605	29
		7-Pass. Spgfd. Sedan	2,095	29
	350 (8)	5-Pass. Tour.	1,195	29
1918	349 (8)	2-Pass. Rd., 5-Pass. Tr.	1,495	29
		4-Pass. Cruiser	1,495	29
		7-Pass. Tour.	1,570	29
		4-Pass. Flyer	1,575	29
		7-Pass. Sedan	2,195	29
1919		No cars built		
1920	6-38	5-Pass. Tour.	2,150	25
		4-Pass. Sport	2,885	25
		5-Pass. Sedan	3,650	25
		5-Pass. Special	2,500	25

JONES

Jones Motor Car Co., Wichita, Kans.

7 Touring	\$2,750	Limousine	\$
2-4 Roadster	\$2,750	Coupe	\$
Sedan	\$	Brougham	\$
7 Victoria	\$2,850		

Engine Continental
 Cylinders 6
 Bore & Stroke..... $3\frac{1}{2} \times 5\frac{1}{4}$ "
 Rated H. P..... 29.40
 Brake H. P..... 55
 Shape of Cyl..... I.-head
 Cast Block
 Valve Lift..... $5/16$ "
 Camshaft Drive.... Helical gear
 Cooling System.... Pump
 Oiling System..... Force feed-splash
 Carburetor Rayfield $1\frac{1}{4}$ "
 Fed By..... Vacuum
 Ignition Auto-Lite
 Start & Light..... Auto-Lite
 Spark Plugs $7/8$ "
 Battery Presto-Lite 6 volt
 Clutch Dry plate disc
 Rear Axle Make... Stanpar
 Type Semi-floating
 Gear Ratio (H).... 4.50
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 126"
 Tread 56"
 Tires $32 \times 4\frac{1}{2}$ "
 Rims Hayes Wire Wheels
 Rear Springs..... Semi-elliptic (Stanpar)
 Weight 3150 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	24-B	6	1000-1919	\$50
1916	25-B	6	2000-2999	100
1917	26-A	6		175
	26-B	6		175
	26-C	6	3000-5000	175
1918	26-A-B	6		300
	26-E	6		300
1919	28-A-B	6		500
1920	A-B-F-G-D	6		\$
1921	No production			

JONES—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	28-C	6		\$500
	28-D	6		400
	28-E	6	6001-	600
1920	28-A-B	6		1,800
	28-E	6		1,800

Serial numbers: right side under hood on dash.

Motor numbers: left side on breather.

Year		Type	Price	H. P.
1915	(6)	Tour.	\$1,150	22
1916-17	A(6)	5-Pass. Tour.	1,100	23
1917	26B(6)	Tour., Road.	1,475	29
1918	26A-B(6)	5, 7-Pass. Tour.	1,675	29
		Victoria Tour.	1,775	29
		7-Pass. Sedan	2,550	29
1919	28-A-B	4-7-Ps. Rd., Tour.	2,100	29
	28-C	4-Pass. Sport	2,100	29
	28-D	2-Ps. Oil F'd Spc.	2,000	29
	28-E	4-Pass. Speedster	2,350	29
	28-B	7-Pass. Victoria	2,200	29
	28-G	2-Pass. Roadster	2,100	29
1920	28-A-B	4-7-Ps. Road., Tour.	2,750	29
	28-C	4-Pass. Sport	2,750	29
	28-D	2-Ps. Oil F'd Spec.	2,400	29
	28-E	4-Pass. Speedster	2,750	29
	28-B	7-Pass. Victoria	2,850	29
	28-G	2-Pass. Roadster	2,750	29

JORDAN

Jordan Motor Car Co., Cleveland, Ohio

5-7 Pass. Silhouette	\$2,250-\$2,475	Brougham	\$3,300
5-7 Pass. Sedan	3,300- 3,700	Landaulet	3,300
Playboy	2,250		

Engine	Continental
Cylinders	6
Bore & Stroke.....	3½ x 5¼"
Rated H. P.....	29.40
Brake H. P.....	56
Shape of Cyl.....	L-head
Cast	Block
Valve Lift.....	5/16"
Camshaft Drive.....	Helical gear
Cooling System.....	Pump
Oiling System.....	Force feed-splash
Carburetor	Stromberg
Fed By.....	Vacuum
Ignition	Delco
Start & Light.....	Delco
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Dry plate
Rear Axle Make...	Timken
Type	Semi-floating
Gear Ratio (H).....	4.08
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	127"
Tread	56"
Tires	32 x 4½" Goodyear
Rims	Firestone
Rear Springs.....	Semi-elliptic
Weight	3200 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916-17	60	6	150-2154	600
1918	60	6	3651-5151	950
1919-20-21	Silhte	6	5401-9999	1,800
	Playboy			1,400
	5-Pass.	6	10001 up	\$
1920	M	6	10000	\$1,500
1921	F60	6	5400 up	\$
1921-22	Models continued			

Serial numbers: left chassis rail front, under hood.

Motor numbers, left side motor.

JORDAN—Continued)

Year		Type	Price	H. P.
1917	60 (6)	2-Pass. Road.	\$1,795	29
		7-Pass. Tour.	1,795	29
		4-Pass. Road	1,895	29
1917		Sport Road.	1,850	29
1918	J-60-2	2, 4-Ps. Rd., 7-Ps. Tr.	1,995	29
		4-Ps. Sport Marine	2,475	29
		7-Pass. Sedan	3,300	29
		Brougham	3,500	29
		Town Car	3,300	29
		Limousine	3,750	29
		Suburban 7-Ps. Tour.	2,475	29
1919	F	Silhouette:		
		4-7-Pass. Tour.	2,775	29
		Playboy:		
		2-Pass. Road	2,775	29
		5-7-Ps. Br., Sedan	3,800	29
1920	M	Silhouette:		
		5-Pass. Tour.	2,850	25
		Playboy:		
		2-Pass. Road.	2,850	25
		5-Ps. Br., Sedan	3,800	25
	F	Silhouette:		
		7-Pass. Tour.	3,075	29
1921	F	7-Pass. Silhouette	2,475	29
		5-Pass. Silhouette	2,250	29
		5-Pass. Playboy	2,250	29
		5-Pass. Sedan	3,300	29
		5-Pass. Brougham	3,300	29
		7-Pass. Sedan	3,700	29

JORDAN

Model M

Cleveland, Ohio

7-4 Touring	\$2,475	Landaulet	\$3,300
Roadster	2,250	Coupe	\$
5-7 Sedan	3,300-\$3,700	5 Brougham	3,300
Engine Continental			
Cylinders 6			
Bore & Stroke.....3¼ x 4½"			
Rated H. P.....25.35			
Brake H. P.....56			
Shape of Cyl.....L-head			
Cast Block			
Valve Lift.....5/16"			
Camshaft Drive....Helical gear			
Cooling System....Pump			
Oiling System.....Force feed-splash			
Carburetor Stromberg			
Fed By.....Vacuum			
Ignition Delco			
Start & Light.....Delco			
Spark Plugs 7/8"			
Battery Willard 6 volt			
Clutch Dry plate			
Rear Axle Make...Timken			
Type Semi-floating			
Gear Ratio (H).....4.66			
Car Drives Thru...Springs			
Torque Taken By...Springs			
Wheelbase 120"			
Tread 56"			
Tires 32 x 4" Goodyear			
Rims Firestone			
Rear Springs.....Semi-elliptic (Stanpar)			
Weight 2900			

Serial numbers on Model F sheet

KENWORTHY

Mishawaka, Ind.

7 Touring	\$4,250	Sedan	\$
4 Roadster	4,250	Coupe	\$
Engine	Continental		
Cylinders	6		
Bore and Stroke	3½ x 5¼"		
Rated H. P.	29.40		
Brake H. P.	50		
Shape of Cylinder	L-head		
Cast	Block		
Valve Lift	5/16"		
Camshaft Drive	Helical		
Cooling System	Pump		
Oiling System	Force and Splash		
Carburetor	Stromberg		
Fed by	Vacuum		
Ignition	Bosch		
Start and Light	Westinghouse		
Spark Plugs	⅜"		
Battery	Exide		
Clutch	Dry Disc		
Rear Axle Make	Columbia		
Type	¾ floating		
Gear Ratio (H)	4.1		
Car Drives Thru	Springs		
Torque Taken By	Torque Arm		
Wheelbase	130"		
Tread	56"		
Tires	32 x 4½"		
Rims	Rudge Whitworth-Disteel		
Rear Springs	Semi-elliptic		
Weight	3500 lbs.		

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	6-55	6	1900-	\$2,400

Serial numbers are located right side of front frame.

Motor numbers on plate on side of crankcase.

Year	Pass.	Type	Price	H. P.
	7			
1920	6-55	4 Road., Tour	\$3,950	29

KING

King Motor Car Co., Detroit, Mich.

4-7 Touring	\$2,725	7 Limousine	\$4,035
2 Roadster	2,725	Coupe	4,035
Sedan	4,035	Brougham	\$

Engine	Own
Cylinders	8
Bore and Stroke....	3 x 5"
Rated H. P.....	28.80
Brake H. P.....	60
Shape of Cylinder..	L-head
Cast	Fours
Valve Lift	5/16"
Camshaft Drive....	Chain
Cooling System....	Thermo-syphon
Oiling System.....	Full force feed
Carburetor	Ball & Ball 1¼
Fed by.....	Vacuum
Ignition	Atwater-Kent
Start and Light....	Westinghouse
Spark Plugs.....	¾"
Battery	Presto-Lite 6 volt
Clutch	Dry plate
Rear Axle Make....	Columbia
Type	Full Floating
Gear Ration (H)....	4.88
Car Drives Thru....	Springs
Torque Taken By...	Torque Arm
Wheelbase	120"
Tread	56"
Tires	32 x 4½ cord Goodyear
Rims	Stanwell
Rear Springs.....	Cantilever (Mather)
Weight	3150

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	B	4	500-2200	\$
1915	C	4	2200-3200	\$100
	D	8	4000-8000	150
1916	E	8	12000-16000	200
1917	EE	8	16000-20000	400
1918	F —	8		800
	EF—	8	20000-30000	\$

KING—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	G	8	30001-36499	\$1,000
1920	H	8	H1-H6000	2,000

Serial numbers: on dash. Motor numbers: between
clinder block top of crank case.

J.T.R.L.S.C.		8	J-1001 up \$		
Year		Type	Price	H. P.	
1913-14	B	Road., Tr.	\$1,095	22	
1915	C	Road., Tr.	1,075	25	
	D (8)	Road., Tr.	1,350	24	
1916	D (8)	Road., Tr.	1,150	26	
	E (8)	Road., Tr.	1,400	29	
		Sedan	1,900	29	
1917	E (8)	Road., Tr.	1,400	29	
		Sedan	1,900	29	
	EE (8)	3-Ps. Road.	1,585	29	
		7-Ps. Tour.	1,650	29	
		Foursome	1,700	29	
		7-Ps. Sedan	2,300	29	
1918	EE (8)	3-Ps. Road.	1,585	29	
		7-Ps. Tour.	2,370	29	
		Foursome	2,570	29	
		7-Ps. Sedan	3,200	29	
1919	C (S)	7-Ps. Tour.	2,150	29	
		4-Ps. Foursome	2,350	29	
		7-Ps. Sedan	3,100	29	
		2-Ps. Road.	2,550	29	
1920	H	4-7-Ps. Foursome	2,725	29	
		2-Ps. Road King	2,740	29	
		7-Ps. Limousine	4,035	29	

KISSEL

Kissel Motor Car Co., Hartford, Wis.

Open Models		Closed Models	
7 Pass. Touring	\$2,475	De Luxe 4 Coupe	\$3,775
De Luxe Tourester	2,975	De Luxe 6 Sedan	3,775
De Luxe Speedster	2,975	De Luxe Coach Sedan	4,075
Le Duxe Touring	2,975	De Luxe Urban Sedan	4,150

Engine Own
 Cylinders 6
 Bore and Stroke....3 5/16 x 5 1/2"
 Rated H. P.....26.30
 Brake H. P.....61
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive....Helical gear
 Cooling System....Pump
 Oiling System.....Force feed-splash
 Carburetor Stromberg 1 1/4"
 Fed by Vacuum
 Ignition Remy
 Start and Light...Remy
 Spark Plugs.....3/8"
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make....Own
 Type Full floating
 Gear Ratio (H)....3.92
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 124"
 Tread 56"
 Tires 32 4 1/2" cord Goodyear
 Rims Firestone
 Rear Springs.....Semi-elliptic (Mather)
 Weight 3500

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	36	4	16001-16575	\$200
	42	6	25001-25455	200
1916	32	4	30001-33000	250
	36	4	16575-20000	250
	42	6	25456-up	400
1917	100 Pt.	6	38-101	400
1917	42	6	1-400	\$

KISSEL—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1917		12	12-101	\$
1918	100 Pt.	6		600
1918		12		\$
1919	45	6	45-101	645
1920	Custm. Blt.	6	45-200 up	2,700
1921	Custm. Blt.	6		2,700

Year	Type	Price	H. P.
1916	5-Pass. F-d. Tour.	\$1,485	32
	(with Sedan Top)	1,835	32
	7-Pass. F-d. Tour.	1,585	32
	(with detachable Sedan Top)	1,935	32
	4-Pass. Road.	1,650	32
	(with detachable Coupe Top)	1,950	32
	(with detachable Sedan Top)	2,000	32
	5-Pass. Tour.	1,650	32
	(with detachable Coupe Top)	1,950	32
	(with detachable Sedan Top)	2,000	32
	7-Pass. Three-d.	1,750	32
	(with Sedan Top)	2,100	32
1917	100 Pt. Six (6)	3-Ps. Rd., 5-Ps. Tr.	1,295 25
		5-P. T. w. aux. seats	1,320 25
		Gibraltar Tour.	1,385 25
		4-Ps. Gibr. Rd.	1,385 25
		Open Sedanlet	1,485 25
		Gibr. Tr. Stag. Dr.	1,485 25
		Sedan, 4-Ps. Cpe.	1,735 25
		Sedanlet	1,885 25
		Staggered Dr. Sd.	1,885 25
		Victoria Twn. Car.	2,050 25
	6-42 (6)	5-Pass. Tour. (for All-Year Top)	1,650 32
		7-Pass. Tour (for All-Year Top)	1,750 32
		5, 7-Pass. Sedan	2,050 32
	Double Six (12)	4-Pass. Gibr. Rd.	2,250 40
		Gibr. Tr.	2,250 40
		Open Sedanlet	2,350 40
		Sedan, 4-Pass. Cpe.	2,650 40
		Sedanlet	2,600 40

KISSEL—(Continued)

Year		Type	Price	H. P.
1918	100 Pt. Six (6)	5-Ps. Tr., 3-Ps. Rd.	1,495	25
		5-Ps. Gibr. Tr. (for All-Year Top)	1,585	25
		4-Ps. Gibr. Rd. (for All-Year Top)	1,585	25
		4-Pass. Semi-Vict. Sedan	1,685	25
		5-Ps. All-Yr. Sedan	1,935	25
		4-Ps. All-Yr. Coupe	1,935	25
		4-Ps. All-Yr. Sedan	2,085	25
		5-Pass. Stag.-Dr. All-Yr. Sedan	2,085	25
		5-Ps. Vict. (de- tach. Town Car Top)	2,250	25
1918	Double-Six (12)	4-Ps. Gib. Rd.	2,450	40
		7-Ps. Gibr. Tr. (for All-Year Top)	2,450	40
		4-Pass. Semi-Vict. Sedane	2,550	40
		7-Ps. All-Yr. Sdn.	2,850	40
		4-Ps. All-Yr. Cpe.	2,850	40
		4-Ps. All-Yr. Cpe.	2,850	40
		4-Pass. Semi-Vict. All-Yr. Sedane	3,000	40
1919	6-45	7-Pass. Tour.	2,450	26
		2-Pass. Speedster	2,875	26
		2-Pass. Tourster	2,875	26
		7-Pass. Tour.	2,750	26
1920	Custom- Built	2-4-7-Ps. Spd., Tr.	3,475	26
		4-6-Ps. Cpe., Sedan	4,275	26
		6-Ps. Urban Sed.	4,650	26
1921	De Luxe	2-Pass. Speedster	3,475	26
	De Luxe	4-Pass. Tourster	3,475	26
	De Luxe	Coach Sedan	4,075	26
	De Luxe	4-6-Pass. Cpe., Sedan	3,775	26
	De Luxe	6-Ps. Urban Sedan	4,150	26
1921	Standard	7-Pass. Touring	2,475	
	De Luxe	4-Ps. Trstr. (Open)	2,975	
	De Luxe	4-Ps. Spdtr. (Open)	2,975	
	De Luxe	4-Ps. Trstr. (Open)	2,975	

KLINE

Kline Car Corp., Richmond, Va.

4-5-7 Touring	\$2,290	Limousine	\$
4-5 Roadster	2,290	Coupe	3,250
5-7 Sedan	3,290	Brougham	\$

Engine Continental
 Cylinders 6
 Bore and Stroke...3¼ x 4½"
 Rated H. P.....25.35
 Brake H. P.....42
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive ...Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Rayfield 1¼"
 Fed By Vacuum
 Ignition Connecticut
 Start and Light....Wagner
 Spark Plugs 7/8"
 Battery Presto-Lite 6 volt
 Clutch Hess
 Rear Axle Make ...Plate
 Type ¾ floating
 Gear Ratio (H).....4.58
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 121"
 Tread 56"
 Tires 33 x 4" Goodyear
 Rims Firestone
 Rear Springs ¾ elliptic H (Hess)
 Weight 2800

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	30C	4	1501-1599	\$
	30BC	4	1700-1790	\$
	50BC	6	1900-1993	\$
	50BC	6	2000-2470	\$
1915	42A	6	2000-2500	\$ 75
1916	36E	6	3000-3599	100
1917	38F	6	3600-4500	150
1918	38G	6	4501-4999	175
	38GA	6	5000-5800	\$

KLINE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	42H	6	5801-6000	\$ 300
1920	6-55	6	6001-8000	1,500
1921	6-55	6	8000 up	\$

Serial numbers: front floor board right side. Motor numbers: crank case left side.

Year		Type	Price	H. P.
1914	4-30	Rn., Ty., Tn., T.	\$1,685	26
	4-40	Rn., Ty. Tn., T.	1,985	30
		Coupe	2,585	30
	6-50 (6)	Rn., Ty. Tn., T.	2,585	41
		Coupe	3,200	41
1915	6-60 (6)	Rn., Ty. Tn., A.	2,985	45
		Coupe	3,500	45
	6-42 (6)	Rn., Ty. Tn., T.	1,750	29
	6-42A (6)	7-Pass. Tour.	1,850	29
	6-42 (6)	Coupe	2,400	29
1916	6-42A (6)	Lim.	2,850	29
	6-36 (6)	Run., Tour.	1,095	25
	1917	Run., Tour.	1,295	25
1918	(6)	Road.	1,275	25
	GA (6)	5-Ps. Tr., 4-Ps. Sport	1,495	25
		4-Pass. Shamrock	1,495	25
		2, 3-Pass. Roadster	1,495	25
		5-Ps.Sdn. w.'aux. seats	2,220	25
1919	6-42-H	2-3-4-5Ps. Rds.-Tour.	1,865	25
		5-Pass. Tour.	1,915	25
		5-Pass. Sedan	2,690	25
1920	6-55	2-3-4-5-Ps. Rds.-Tour.	2,165	25
		5-7-Ps. Aux. Tour.	2,290.	25
		5-7-Pass. Sedan	3,190	25
		4-Pass. Coupe	3,150	25

LA FAYETTE

La Fayette Motors Corp., Indianapolis, Ind.

7 Touring	\$4,850	7 Limousine	\$6,750
5 Roadster	4,850	4-4 Door Coupe	6,250
7 Sedan	6,500	Torpedo	4,850

Chassis \$4,275

Engine	Own
Cylinders	8
Bore and Stroke	...3¼ x 5¼"
Rated H. P.	33.8
Brake H. P.	91
Shape of Cylinder	..L
Cast	Fours
Valve Lift	¾"
Camshaft Drive	...Chain
Cooling System	Pump
Oiling System	Pressure force feed
Carburetor	Own
Fed By	Pressure
Ignition	La Fayette delco single unit
Start and Light	La Fayette delco single unit
Spark Plugs	7/8"
Battery	La Fayette Exide
Clutch	Multiple Dry Dis, compound asbestos
Rear Axle Make	...Own
Type	Full floating
Gear Ratio (H)	4.9. 4.5, also 4.15
Car Drives Thru	Torque tube
Torque Taken By	...Tube
Wheelbase	132"
Tread	56"
Tires	33 x 5"
Rims	Firestone
Rear Springs	Semi-elliptic 60" x 2½"
Weight	3810

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	134	8	1001-	\$3,500

Serial numbers: motor numbers used as serial numbers. Motor numbers: on front right motor support arm.

Year	Type	Price	H. P.
1920	134		
	4-7-Pass. Torp., Tr.	\$5,625	33
	7-Pass. Sedan	7,400	33
	4-Pass. Coupe	7,200	33
	7-Pass. Limo.	7,500	33

LA MARNE

La Marne Motor Car Co., Cleveland, O.

Touring	\$1,485		Sedan	\$
Roadster	\$		Coupe	\$

Engine	Own
Cylinders	8
Bore and Stroke...	3¼ x 5½"
Rated H. P.	33.80
Brake H. P.	85
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive ...	Helical
Cooling System	Pump
Oiling System	Force and splash
Carburetor	Own
Fed By	Vacuum
Ignition	Westinghouse
Start and Light....	Westinghouse
Spark Plugs	
Battery	
Clutch	Dry Disc
Rear Axle Make ...	Own
Type	Full floating
Gear Ratio (H)....	4.00
Car Drives Thru....	Torque Tube
Torque Taken By...	Torque Tube
Wheelbase	128"
Tires	33 x 4"
Rims	Stanweld
Rear Springs	Semi-elliptic
Weight	2900

LEACH

Leach-Biltwell Co., Los Angeles, Cal.

5-7 Touring	\$5,200-\$5,700	4 Coupe	\$5,700
Roadster	5,700	Sedan	\$
Sportster	\$		

Engine	Leach Special
Cylinders	6
Bore and Stroke	3½ x 5¼"
Rated H. P.	29.40
Brake H. P.	60
Shape of Cylinder	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Splash and pump
Carburetor	Rayfield
Fed By	Vacuum
Ignition	Delco
Start and Light	Delco
Spark Plugs	⅝"
Battery	Prest-O-Lite 6 volt
Clutch	Dry Disc
Rear Axle Make	Stanpar
Type	Full floating
Gear Ratio (H)	
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	126½"
Tread	56"
Tires	32 x 4½
Rims	Disteel wheels
Rear Springs	Semi-elliptic
Weight	3800

Note—All 1921 models have California combination tops—opened and closed in one.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	A	6	1-625	\$3,900
1921	A	6	1001-up	\$

Serial numbers are located on dash. Motor numbers on left side of motor.

Year	Type	Price	H. P.
1920	A Roadster	\$5,250	29
	5-7-Pass. Tour.	5,750	29

LEACH—(Continued)

Year	Model	Cyl.	Serial Numbers
1920	20-A	6	0-625
1921	21-A-B-C	6	625-

Serial numbers are located: plate on dash under hood. Motor numbers are located: plate on dash under hood.

Year	Types of Bodies and Pass. Capacity	Price
1920	5-Pass. Tour.	\$5,750
	3-Pass. Roadster	5,250
	7-Pass. Touring	5,700
	Pass. Sedan	\$
1921	5-Pass.	5,200
	7-Pass.	5,700
	3-Pass.	5,700

Diameter of headlight lens, 8 $\frac{7}{8}$ "

LEXINGTON

Lexington Motors Co., Connerville, Ind.

5 Touring	\$2,085	Lark	\$2,995
Thoroughbred	2,195	4 Coupe	2,995
5 Lex. Sedan	2,395	Lex. Thoroughbred	2,775
Lex. Sedanette	3,375		

Engine Continental
 Cylinders 6
 Bore and Stroke...3¼ x 4½"
 Rated H. P.....25.40
 Brake H. P.....47
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive ...Helical
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Rayfield 1¼"
 Fed By Vacuum
 Ignition Connecticut
 Start and Light....Gray & Davis
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Dry Disc
 Rear Axle Make ...Own
 Type Full floating
 Gear Ratio (H)....4.63
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 122"
 Tread 56"
 Tires 32 x 4" cord (Firestone)
 Rims Kelsey
 Rear Springs Semi-elliptic (Stanpar)
 Weight 3000

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	HH	6	100-300	\$
	H	4	2100-2500	\$
1915	K	6	2500-3000	\$ 200
	L	6	1000-1500	200
1916	N	6	100-300	375
	O	6	3000-3900	375
1917	P	6	4000-7000	500
1918	R	6	7000-12000	875
1919	R19	6	12000-18000	1,000

LEXINGTON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	R20	6	18000-	1,200
1921	S21	6	Serial Number	
	T21	6	Continued	

Serial numbers: right front spring hanger. Motor numbers: left side motor.

Year	Type	Price	H. P.
1914	4H	5-Pass. Tour.	\$1,335 26
1915	4-K	5-Pass. Tour.	1,375 24
	6-L (6)	Roadster, Tour.	1,875 29
	6-M (6)	Touring	2,575 41
1916	6-O (6)	5-Pass. Tour.	1,075 25
	6-Ka.	Touring	1,375 24
	6-N (6)	Clubster, Tour.	1,875 29
1917	Series 6-0	Tour. and Road.	1,285 25
	Min. Man (6)		
	Series 6-00	Conv. Rd. and Tr.	1,450 25
	Min. Man (6)		
	Series 6-P	4-Pass. Road.	2,675 41
	Thor'bd (6)	7-Pass. Tour.	2,875 41
1918	O-C	4-Ps. Clubster	1,485 25
	R-19	4-Ps. Conv. Cpe.	1,645 25
		5-Ps. Tour. with two aux. seats	1,685 25
		4-Ps. Spor-tour.	1,685 25
		5-Pass. Conv. Sedan with 2 aux. seats	1,985 25
1919	R-19	3-Pass. Coupelet	2,450 25
		4-Ps. Sedan—S'dette	2,850 25
		5-Ps. Salon Sedan	3,200 25
		5-Ps. Lim.-Bro'gham	3,250 25
		5-Ps. Tourabout	1,785 25
		7-Ps. Touring	1,785 25
		7-Ps. Con.-Sedan	2,285 25
1920	S	5-Pass. Touring	2,185 25
		4-Pass. Thorobred	2,285 25
		5-Pass. Sedan	2,585 25
		4-5-Ps. C'pe & S'd'n	3,150 25
		5-Pass. Sedanette	3,150 25
1920	T	7-Pass. Tour.	2,985 25
		4-Pass. Sedanette	4,150 25
		7-Pass. Salon Sedan	4,250 25

LEXINGTON—(Continued)

Year	Type	Price	H.P.
1921 S	5-Pass. Tour.	2,085	25
	Thorobred	2,195	25
	Lex. Thorobred	2,775	25
	Lark, Coupe	2,995	25
	Lex. Sedan	2,395	25
1921 T	7-Pass. Tour.	2,995	25
	7-Pass. Sedan	4,485	25
	Sedanette	3,975	25

LIBERTY

Liberty Motor Car Co., Detroit, Mich.

5 Touring	\$1,795	Limousine	\$
2 Roadster	\$1,795-1,885	Coupe	\$2,800
5 Sedan	\$2,850	Brougham	\$3,325
4 Sportster	\$1,885	Landau	\$3,425

Engine Liberty Six
 Cylinders 6
 Bore and Stroke... $3\frac{1}{8} \times 5"$
 Rated H. P. 23.40
 Brake H. P. 35
 Shape of Cylinder.. L-head
 Cast Block
 Valve Lift $5/16"$
 Camshaft Drive ... Helical gear
 Cooling System ... Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg 1"
 Fed By Vacuum
 Ignition Wagner
 Start and Light.... Wagner
 Spark Plugs $7/8"$
 Battery Prest-O-Lite
 Clutch Dry disc
 Rear Axle Make ... Timken
 Type Semi-floating
 Gear Ratio (H).... 4.66
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 117"
 Tread 56"
 Tires 32 x 4"
 Rims Firestone
 Rear Springs Semi-elliptic (Stanpar)
 Weight 2770 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	10A	6	30500-31500	\$
1917	10A	6		\$ 375
1918	10B	6	31501-	\$ 650
1919	10B	6	3750-42250	\$ 850
1920	10C	6	50500 up	\$1,400
1921	10C	6	50500	\$

Serial numbers: left gooseneck. Motor numbers: crank case, left side.

LIBERTY—(Continued)

Year		Type	Price	H.P.
1916	10-A (6)	Road., Tour.	\$1,095	23
		All-Season	1,195	23
		Sedan	1,295	23
1916		Victoria	\$1,395	23
		Brougham	2,350	23
1917	10-A (6)	Road., Tour.	1,350	25
		Victoria	1,495	25
		All-Season	1,625	25
		Coupe	1,795	25
		Sedan	1,925	25
		Br., Lan.	2,700	25
1918	10-B (6)	2, 4-Ps. Rd., 5-Pass. Tr.	1,485	25
		5-Pass. Sedan	2,060	25
		6-Ps. Lan., 6-Ps. T. Ca	2,835	25
1919	10-B	2-5-Pass. Rd., Tour.	1,570	23
		4-Pass. Sport, Tour.	1,720	23
		4-Pass. Coupe	2,370	23
		5-Pass. Sedan	2,470	23
		6-Pass. Lan.-Town	3,000	23
1920	10C-	2-5-Pass. Rd., Tour.	1,985	23
		4-Pass. Spt.-Tour.	2,075	23
		5-Pass. Coupe	2,850	23
		5-Pass. Sedan	2,900	23
1921	(Same models and prices as 1920, except that			
	4-Pass. Speedster is \$2,095).			
1922		5-Pass. Tour.-Rds.	1,795	23
		Sedan, Coupe	2,850	23
		Sportster	1,885	23
		Brougham	3,325	23
		Landau	3,425	23

LINCOLN

Lincoln Motor Company, Detroit, Michigan

7-Pass. Touring	\$4,300	4-Pass. Coupe	\$4,950
5-Pass. Phaeton	\$4,300	5-Pass. Sedan	\$5,400
3-Pass. Roadster	\$4,300	5-Pass. T'n Br'gham	\$5,750
7-Pass. Sub. Lim.	\$6,000	7-Pass. Town Car	\$6,000

Engine Own
 Cylinders 8
 Bore & Stroke.....3 $\frac{1}{8}$ x 5"
 Rated H. P.....36.4
 Brake H. P.....
 Shape of Cyl.....L-head
 Cast 4 in Block V Type
 Valve Lift.....5/16
 Camshaft Drive ... Chain
 Cooling System....Pump
 Oiling System.....Force Feed
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Delco
 Start & Light.....Delco
 Spark Plugs.....A.C.Tn., Champ. X, Beth'm
 Battery Exide
 Clutch Own-Multiple Dry Disc
 Rear Axle Make....Timken
 Type Full floating
 Gear Ratio (H)....
 Car Drives Thru...Torque Tube
 Torque Taken By..Torque Tube
 Wheelbase 130"
 Tread 56"
 Tires 33 x 5"
 Rims Kelsey
 Rear Springs Semi-elliptic
 Weight 4185 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920		8		\$
1921		8		\$

LOCOMOBILE

Locomobile Company of America, Bridgeport, Conn.

7 Touring	\$ 8,600	7 Limousine	\$10,000
6 Sedan	\$11,700	Coupe Lim.	\$11,400
4 Sportif	\$ 8,600	Brougham	\$
		4 Cabriolet	\$12,000

Engine Own
 Cylinders 6
 Bore & Stroke.....4½ x 5½"
 Rated H. P.....48.60
 Brake H. P.....89
 Shape of Cyl.....T-head (opposite)
 Cast Pairs
 Valve Lift ¾"
 Camshaft Drive....Helical gear
 Cooling System....Pump
 Oiling System.....Force feed-splash
 Carburetor Ball & Ball
 Fed By Pressure
 Ignition Berling
 Start & Light.....Westinghouse
 Spark Plugs 7/8"
 Battery Exide 6 volts
 Clutch Dry multi-disc
 Rear Axle Make...Own
 Type Full floating
 Gear Ratio (H)....3.80
 Car Drives Thru...Radius Rods
 Torque Taken By...Radius Rods
 Wheelbase 142"
 Tread 56"
 Tires 35 x 5" cord
 Rims Firestone
 Rear Springs ¾ elliptic
 Weight 4950 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	48	6		\$ 750
	38	6		\$ 750
1916	48	6	Not	\$1,000
1917	48-1	6	obtainable	2,700
1918	38-2	6		\$2,000
1919		6		\$4,800
1920	Series 7	6	17001	\$6,000
1921	Series 7	6	continued	

Serial numbers: under front seat, left side. Motor numbers: left side.

LOCOMOBILE—(Continued)

Year		Type	Price	H.P.
1915	Lit. 6-38 (6)	Rd., Torp., Tr.	\$4,400	43
		Limousine	5,400	43
		Landau	5,500	43
		Berline	5,700	43
	Big 6-48 (6)	Rd., Torp., Tr.	5,100	49
		Limousine	6,200	49
		Landau	6,300	49
		Berline	6,500	49
1916	38 (6)	6, 7-Pass. Tr.	4,400	43
		7-Pass. Limousine	5,400	43
		7-Pass. Landau	5,500	43
		Berline	5,700	43
	48 (6)	6, 7-Pass. Tr.	5,100	49
		7-Pass. Limousine	6,200	49
		7-Pass. Landau	6,300	49
		Berline	6,500	49
1917	38' (6-cyl.)	6 and 7-Pass. Tour.	4,700	43
		4-Pass. Tour.	4,850	43
		7-Pass. Limousine	5,900	43
		7-Pass. Landau	6,000	43
		7-Pass. Berline	6,100	43
		6 and 7-Pass. Tour.	5,650	49
1917	48 (6-cyl.)	4-Pass. Tour.	5,750	49
		7-Pass. Limousine	6,900	49
		7-Pass. Landau	7,000	49
		7-Pass. Berline	7,100	49
	38-2 (6)	6, 7-Pass. Tour.	5,000	43
		4-Pass. Tour.	5,150	43
		7-Pass. Limousine	6,200	43
		7-Pass. Landau	6,300	43
	48-2 (6)	7-Pass. Berline	6,400	43
		6, 7-Pass. Tour.	5,950	49
		4-Pass. Tour.	6,050	49
		7-Pass. Limousine	7,200	49
		7-Pass. Landau	7,300	49
		7-Pass. Berline	7,400	49
1918	38-2 (6)	6, 7-Pass. Tour.	5,000	43
		4-Pass. Tour.	5,150	43
		7-Pass. Limousine	6,200	43
		7-Pass. Landau	6,300	43
		7-Pass. Berline	6,400	43
		6, 7-Pass. Tour.	5,950	49
	48-2 (6)	4-Pass. Tour.	6,050	49
		7-Pass. Limousine	7,200	49
		7-Pass. Landau	7,300	49
		7-Pass. Berline	7,400	49

LOCOMOBILE—(Continued)

Type	Price	H.P.
7-Pass. Tour.	8,100	48
4-Pass. Sportif	8,200	48
7-Pass. Limo.	9,600	48
7-Pass. Land'let	9,600	48
7-Pass. Tour.	8,900	48
4-Pass. Sportif	9,000	48
7-Pass. Limo.	10,500	48
7-Pass. Land.	10,500	48
4-Pass. Cabriolet	11,500	48
7-Pass. Tour.	8,600	48
7-Pass. Limo.	10,000	48

LOCOMOBILE—(Continued)

Year		Type	Price	H.P.	
1915	Lit. 6-38 (6)	Rd., Torp., Tr.	\$4,400	43	
		Limousine	5,400	43	
		Landau	5,500	43	
		Berline	5,700	43	
	Big 6-48 (6)	Rd., Torp., Tr.	5,100	49	
		Limousine	6,200	49	
		Landau	6,300	49	
		Berline	6,500	49	
	1916	38 (6)	6, 7-Pass. Tr.	4,400	43
			7-Pass. Limousine	5,400	43
7-Pass. Landau			5,500	43	
Berline			5,700	43	
48 (6)		6, 7-Pass. Tr.	5,100	49	
		7-Pass. Limousine	6,200	49	
		7-Pass. Landau	6,300	49	
		Berline	6,500	49	
1917	38' (6-cyl.)	6 and 7-Pass. Tour.	4,700	43	
		4-Pass. Tour.	4,850	43	
		7-Pass. Limousine	5,900	43	
		7-Pass. Landau	6,000	43	
	1917	48 (6-cyl.)	7-Pass. Berline	6,100	43
			6 and 7-Pass. Tour.	5,650	49
			4-Pass. Tour.	5,750	49
			7-Pass. Limousine	6,900	49
38-2 (6)		7-Pass. Landau	7,000	49	
		7-Pass. Berline	7,100	49	
		6, 7-Pass. Tour.	5,000	43	
		4-Pass. Tour.	5,150	43	
1917	48-2 (6)	7-Pass. Limousine	6,200	43	
		7-Pass. Landau	6,300	43	
		7-Pass. Berline	6,400	43	
		6, 7-Pass. Tour.	5,950	49	
	38-2 (6)	4-Pass. Tour.	6,050	49	
		7-Pass. Limousine	7,200	49	
		7-Pass. Landau	7,300	49	
		7-Pass. Berline	7,400	49	
1918	38-2 (6)	6, 7-Pass. Tour.	5,000	43	
		4-Pass. Tour.	5,150	43	
		7-Pass. Limousine	6,200	43	
		7-Pass. Landau	6,300	43	
	48-2 (6)	7-Pass. Berline	6,400	43	
		6, 7-Pass. Tour.	5,950	49	
		4-Pass. Tour.	6,050	49	
		7-Pass. Limousine	7,200	49	
		7-Pass. Landau	7,300	49	
		7-Pass. Berline	7,400	49	

LOCOMOBILE—(Continued)

Year	Type	Price	H.P.
1919	7-Pass. Tour.	8,100	48
	4-Pass. Sportif	8,200	48
	7-Pass. Limo.	9,600	49
	7-Pass. Land'let	9,600	48
1920	7-Pass. Tour.	8,900	48
	4-Pass. Sportif	9,000	48
	7-Pass. Limo.	10,500	48
	7-Pass. Land.	10,500	48
	4-Pass. Cabriolet	11,500	48
1921	7-Pass. Tour.	8,600	48
	7-Pass. Limo.	10,000	48



LOZIER—(Continued)

LOZIER—(Continued)				Value	
Year	Model	Cyl.	Serial Numbers	To-day	
1918	84	4	A-2000-A-2400	\$ 164	
1919	82	6	9301-9400	\$	
1920	82	6	9401-9500	\$	
1921	92	6	9521-	\$	
Year			Model	Price	H. P.
1914	Big 6	Type 72	Touring	\$5,000	51
	Big 6	" 72	Limousine	7,500	51
	Lit. 6	" 77	Touring	3,250	36
1915	Lit. 6	" 77	Limousine	4,450	36
	Lit. 6	" 82	Touring	3,250	—
	Lit. 6	" 82	Limousine	4,450	36
1916	Lit. 4	" 84	Touring	2,100	28
	Lit. 4	" 84	Limousine	3,250	28
	Lit. 4	" 84	Limousine	3,250	28
1917	Lit. 4	" 84	Touring	1,695	28
	Lit. 6	" 82	Touring	2,775	36
	Lit. 6	" 82	Limousine	4,450	36
1918	Lit. 6	" 82	Touring	2,775	36
	Lit. 6	" 82	Limousine	4,450	36
	Lit. 4	" 84	Touring	1,595	28
1919	Lit. 4	" 84	Limousine	3,250	28
	Lit. 4	" 84	Touring	2,100	28
	Lit. 4	" 84	Limousine	3,500	28
1920	Lit. 6	" 82	Touring	3,250	36
	Lit. 6	" 82	Limousine	4,750	36
	Lit. 6	" 82	Touring	4,000	36
1921	Lit. 6	" 82	Limousine	6,000	36
	Big 6	" 92	Touring	7,500	54
	Big 6	" 92	Limousine	9,000	54

McFARLAN

McFarlan Motors Co., Connersville, Ind.

7 Touring	\$6,300	Limousine	\$7,500
2 Roadster	\$6,300	Coupe	\$7,500
Sedan	\$7,500	Landaulet	\$8,500
7 Cabriolet	\$9,000	Suburban	\$7,800
4 Sport	\$6,300	Chassis	\$5,350

Engine	Tector
Cylinders	6
Bore & Stroke.....	4½ x 6"
Rated H. P.....	48.50
Brake H. P.....	112
Shape of Cyl.....	T-head (opposite)
Cast	Block
Valve Lift.....	34
Camshaft	Helical gear
Cooling System.....	Pump
Oiling System.....	Force feed-splash
Carburetor	Stromberg
Fed By.....	Vacuum
Ignition	Westinghouse
Start & Light.....	Westinghouse
Spark Plugs.....	7/8"
Battery	Willard 6 volt
Clutch	Dry multi-disc
Rear Axle Make....	Timken
Type	Full floating
Gear Ratio (H)....	3.64
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	136"
Tread	56"
Tires	35 x 5" Cord (US)
Rims	Firestone
Rear Springs.....	Semi-elliptic (Stanpar)
Weight	4600 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	62-70	6	4000-5000	\$
1915	T	6	7000-8000	\$ 200
1916	T-X		9000-10000	\$ 300
1917	122, 124, 125, 126, 127			\$ 650
1918	X		10001-11000 18000-19000	\$' 650 \$1,000

McFARLAN—(Continued)

Year	Model	Cyl.	Serial Numbers	To-day Value
1919	122, 124, 125, 126, 127		19001-20000	\$1,500
1920	122, 126, 127, 125, 126, 131, 136,		20001-21000	\$3,500
1921	142, 145, 147, 151, 153, 154, 155 to 158, 161		21000	

Serial numbers : on right goose-neck and heel board.
Motor number on left side motor.

Year	Type	Price	H.P.
1915	T (6)	\$2,590	38
	76X (6)	2,900	49
1916	102X (6)	2,990	49
	104X (6)	3,140	49
	105, 106X		
	107X, (6)	2,990	49
	110X (6)	4,400	49
	111X (6)	4,000	49
	113X (6)	3,600	49
	116X (6)	4,000	49
	117X (6)	4,300	49
	118X,		
	119X (6)	4,200	49
1917	122	3,500	49
	125	3,500	49
	126	3,500	49
	127	3,500	49
	124	3,750	49
	127	3,800	49
	127	4,100	49
	131	4,600	49
	136	4,600	49
	136	4,600	49
	135	4,600	49
	138	4,650	49
	138D	4,700	49
	137	4,900	49
	141	4,900	49
	134	5,250	49
	91	5,300	49



McFARLAN—(Continued)

Year		Type	Price	H.P.
1918	122 (6)	2, 4-Ps. Road.	3,900	49
	126 (6)	6-Ps. Tour.	3,900	49
	127 (6)	7-Ps. Tour.	3,900	49
	125 (6)	4-Ps. Spt. (6 wire wh.)	4,100	49
	124 (6)	Destroyer 4-Ps. Tr.	4,150	49
1918	131 (6)	Town Car	5,000	49
	136 (6)	Slop'g "V" Front Sdn.	5,000	49
	136 (6)	Slop'g Str. Front Sdn.	5,000	49
	138 (6)	Limousine	5,050	49
	137 (6)	Phila. Berline	5,300	49
	141 (6)	Cont. Landaulet	5,300	49
	134 (6)	7-Ps. Knick. Cab	5,650	49
1919	122, 127	2-7-Ps. Road., Tour.	4,300	48
	125	5-Pass. Sport	4,500	48
		5-Ps. Town Car	5,400	48
	138	7-Pass. Limo.	5,450	48
		5-Ps. Spt-Sedan	5,600	48
		7-Ps. Ph. Berline	5,700	48
		7-Ps. Knick. Cab.	6,000	48
1920	122, 126, 127	2-4-6-7-Ps. Road., Tr.	5,100	48
	125	4-Pass. Sport	5,300	48
	131, 136	5-Pass. C. S.	6,200	48
	134	7-Ps. Knick. Cab.	6,850	48
	135	5-Ps. Spt. Sedan	5,400	48
	137, 141	7-Ps. Phila. Br'h'm	6,500	48
	138	7-Pass. Limo.	6,250	48
1921	142, 145	2-4-Pass. Road., Sport.	6,300	48
	147	7-Pa s. Tour.	6,300	48
	151, 153	T'n Car, Coupe	7,500	48
	154	7-Pass. Cabriolet	9,000	48
	155, 156	Sp't Sdn., Tour. Sdn.	7,500	48
	157	Suburban Sedan	7,800	48
	158	7-Pass. Limo	7,500	48
	161	Landaulet	8,500	48

MADISON

Bull Tractor-Madison Corp., Anderson, Ind.

5 Touring \$1,550	Sedan \$
Roadster \$	Coupe \$

Engine	Rutenber
Cylinders	6
Bore & Stroke.....	3½ x 5"
Rated H. P.....	23.44
Brake H. P.....	45
Shape of Cyl.....	L-head
Cast	Block
Valve Lift.....	5/16"
Camshaft	Helical
Cooling System....	Pump
Oiling System.....	Force feed
Carburetor	Rayfield
Fed By.....	Vacuum
Ignition	Atwater-Kent
Start & Light.....	Westinghouse
Spark Plugs.....	7/8"
Battery	Willard 6 volt
Clutch	Dry Disc
Rear Axle Make....	Salisbury
Type	¾ floating
Gear Ratio (H)....	4.58
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	115"
Tires	33 x 4"
Rims	Goodyear
Rear Springs.....	¾ elliptic
Weight	2950 lbs.

Year	Model	Value To-day
1919	5-Pass. Tour.	\$275
1921-22	Models continued	\$

MAIBOHM

Maibohm Motors Co., Sandusky, O.

5 Touring	\$1,575	2-3 Sport Roadster	1,675
2-3 Roadster	1,575	4 Coupe	\$2,395
5 Sedan	2,395	4 Sportster	1,750

Engine	Falls
Cylinders	6
Bore & Stroke.....	3 $\frac{1}{8}$ x 4 $\frac{1}{4}$ "
Rated H. P.....	23.44
Brake H. P.....	46
Shape of Cyl.....	Valve-in-head
Cast	Block
Valve Lift.....	9/32"
Camshaft	Helical gear
Cooling System.....	Thermo-syphon
Oiling System.....	Force feed-splash
Carburetor	Tilloston 1
Fed By.....	Vacuum
Ignition	Atwater-Kent
Start & Light.....	Bijur
Spark Plugs.....	7 $\frac{1}{8}$ "
Battery	Willard, 6 volt
Clutch	Plate
Rear Axle Make....	Own
Type	Full floating
Gear Ratio (H).....	4.50
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	116"
Tread	56"
Tires	32 x 4" Fisk
Rims	Stanweld
Rear Springs.....	Semi-elliptic Stanpar)
Weight	2320

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	A	6	1 to 500	\$
1918	B	6	501 to 2294	\$ 260
1919	B	6	2295 to 5909	550
1920	B	6	5910 to 8000	\$
1921	B	6	8001 up	\$

*Models unchanged.

Serial and motor numbers: right side motor. above crank case.

MAIBOHM—(Continued)

Year		Type	Price	H. P.
1918	A	2-Pass. Speedster	\$830	16
		2-Ps. Dem. Coupe	865	16
	B	5-Pass. Tour.	1,260	23
1919	B	2-6-Ps. Enclosed	1,650	23
		5-Pass. Tour.	1,395	23
		4-5-Ps. Enclosed	1,995	23
1920	B	5-Pass. Tour.	1,595	23
		5-Pass. Tour.	1,595	23
		5-Pass. Enclosed	2,395	23
		2-Pass. Road	1,595	23
		2-3-Pass. Road.	1,575	23
1921		5-Pass. Tour.	1,575	23
		4-Pass. Sport.	1,750	23
		4-Pass. Coupe	2,395	23
		5-Pass. Sedan	2,395	23

MARION-HANDLEY⁶

Mutual Motors Co., North Tonawanda, N. Y.

Touring \$1,850	Sedan	\$
about \$	Coupe	\$

Engine	Continental
Cylinders	6
Bore and Stroke ...	3½ x 5¼"
Rated H. P.	29.40
Brake H. P.	55
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	31"
Camshaft Drive ...	Helical
Cooling System ...	Pump
Oiling System	Force and Splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Westinghouse
Start and Light ...	Westinghouse
Spark Plugs	7/8"
Battery	
Clutch	Dry Disc
Rear Axle Make...	Salisbury
Type	Floating
Gear Ratio (H)....	4.07
Car Drives Thru...	Springs
Torque Taken By...	Springs
Wheelbase	125"
Tread	56"
Tires	35 x 4½"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	3060

917	A	6	40	4-Ps. Rd., 7-Ps. Tr.	\$1,350
	B	6	60	4-Ps. Rd., 7-Ps. Tr.	1,650
918	B	6	60	Road., Tour.	1,930
	B	6	60	Sedan	2,860
919	B	6	60	Road., Tour.	1,930
	B	6	60	Sedan	2,860

MARMON

Nordyke & Marmon Co., Indianapolis, Ind.

4-7 Touring	\$3,985	7 Limousine	\$5,400
4 Roadster	3,985	4 Coupe	6,150
7 Sedan	5,275	7 Town Car	5,400
Speedster	4,185		

Engine	Own
Cylinders	6
Bore and Stroke	...3¼ x 5½"
Rated H. P.	33.75
Brake H. P.	80
Shape of Cylinder	..Valve-in-head
Cast	Threes
Valve Lift	37
Camshaft Drive	Helical gear
Cooling System	...Pump
Oiling System	Full force feed
Carburetor	Stromberg 1½
Fed By	Gravity
Ignition	Delco
Start and Light	...Delco
Spark Plugs	¾"
Battery	Willard 6 volt
Clutch	Dry plate, multi-disc
Rear Axle Make	...Own
Type	¾ floating
Gear Ratio (H)	3.75
Car Drives Thru	Springs
Torque Taken By	...Torque Arm
Wheelbase	136"
Tread	56"
Tires	32 x 4½" Cord Goodrich
Rims	Wire Wheels
Rear Springs	Double cantilever
Weight	3850

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	48	6	114001, 214001	
			514001, 614001,	
			814001	\$
	41	6	1114001, 1214001, 1314001, 1514001, 1814001	\$
1915	41	6	115001, 215001, 315001, 515001,	\$ 250
			615001, 815001	
			1215001, 1615001,	200
	48	6	1815001	

MARMON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	34	6	1516001, 1716001, 1416001, 1316001, 1816001	\$ 600
	41	6	116001, 216001, 316001, 416001, 616001, 816001	\$ 900
1917	34	6	871001, 717001, 417001, 517001, 317001	\$1,600
1918	34	6	818001, 718001, 518001, 418001	2,000
1919	34	6	82001, 720001 52001, 420001	2,600
1920	34	6	3200001, 4200001, 7200001, 9200001, 9200001, 10200001, 11200001, 12200001	\$
1921	Speedster		2210001	\$
	Roadster		3210001	\$
	4 Touring		4210001	\$
	7 Touring		7210001	\$
	Coupe		9210001	\$
	Sedan		10210001	\$
	Limousine		13210001	\$
	Town Car		14210001	\$

Serial numbers: on dash under cowl, and on left side frame. Motor numbers: left side crank case under tire pump.

NOTE: Serial number shows type body, year of manufacture, and car number.

7 Pass.—Type 1	Roadster	—Type 2
5 Pass.—Type 3	4 Pass.	—Type 5
6 Pass.—Type 6	Limousine	—Type 8

Year	Type	Price	H. P.
1914	32 Spdstr.	\$2,850	32
	Road.	2,900	32
	Rn., Tr. Sub.	3,000	32
	Lim.	4,000	32
	32 Lan.	4,100	32
	48 (6) Road., Tr.	5,000	49
	Lim.	6,250	49
	Berline Lim.	6,450	49
	41 (6)-70 Rd., Tr., Spd.	3,250	43
	Lim.	4,750	43



MARMON—(Continued)

Year		Type	Price	H. P.
1915	41 (6)	Rd., Spd., 4, 5-Ps. Tr.	\$3,250	43
		7-Pass. Tour.	3,350	43
	48 (6)	Road., Tr.	5,000	49
		Lim.	6,250	49
		Berline Lim.	6,450	49
		Lan.	6,350	49
1916	34 (6)	3, 4-Ps. Club Rd.		
		7-Pass. Tour.	2,950	34
		5-Pass. Tour.	2,900	34
	41 (6)	Rn., Rd., 5-Ps. T.	3,250	43
		7-Pass. Tour.	3,350	43
1917	34 (6)	Tr., 3, 4-Ps. Rd.	3,100	34
		Sedan	4,100	34
		Lim.	4,550	34
		Lan.	4,650	34
		Holbrook Lim.	5,400	34
		Holbrook Lan.	5,500	34
1918	34 (6)	5-Pass. Tour.	3,700	34
		4-Ps., Rd., 7-Ps. Tr.	3,750	34
		Four-Door Sedan	5,150	34
		Lim., Town Car	5,250	34
		Landaulet	5,350	34
		Town Car (Rubay Body		
		Lim. (Rubay Body)	5,750	34
1919	34	5-Pass. Tour.	3,900	34
		4-7-Ps. Rr., Tour.	3,950	34
		7-Ps. Lim.-Tn. Car	5,650	34
		7-Pass. Landaulet	5,750	34
		7-Pass. Town Car	6,100	34
1920	30	4-7-Ps. Rd., Tour.	5,000	34
		4-Pass. Coupe	6,150	34
		7-Pass. Sedan	6,600	34
		7-Ps. Lim.-Tn. Car	6,800	34
		2-Pass. Speedster	5,250	34
1921		2-Pass. Speedster	4,185	34
		4-Pass. Roadster	3,985	34
		4-Pass. Tour.	3,985	34
		7-Pass. Tour.	3,985	34
		4-Pass. Coupe	6,150	34
		7-Pass. Sedan	5,275	34
		7-Ps. Lim., Tn. Car	5,400	34

MARSHALL

Marshall Manufacturing Co., Chicago, Ill.

Touring	\$1,275	Sedan	\$
Roadster	\$	Coupe	\$
Engine	Lycoming		
Cylinders	4		
Bore and Stroke	3 $\frac{5}{8}$ x 5"		
Rated H. P.	19.60		
Brake H. P.	39		
Shape of Cylinder	L-head		
Cast	Block		
Valve Lift	5-16"		
Camshaft Drive	Helical		
Cooling System	Thermo-syphon		
Oiling System			
Carburetor	Zenith		
Fed By	Vacuum		
Ignition	Delco 6		
Start and Light	Dyneto		
Spark Plugs	$\frac{7}{8}$ "		
Battery			
Clutch	Disc		
Rear Axle Make	Own		
Type	$\frac{1}{4}$ floating		
Gear Ratio (H)	4.87		
Car Drives Thru	Springs		
Torque Taken By	Springs		
Wheelbase	118"		
Tread	56"		
Tires	32 x 3 $\frac{1}{2}$ "		
Rims	Kelsey		
Rear Springs	Semi-elliptic		
Weight	2250		

MAXWELL

Maxwell Motor Corp., Inc., Detroit, Mich.

5 Touring	\$845	5 Sedan	\$1,545
2 Roadster	845	3 Coupe	1,445

Engine Own
 Cylinders 4
 Bore and Stroke ... $3\frac{5}{8} \times 4\frac{1}{2}$ "
 Rated H. P. 21.03
 Brake H. P. 33.80
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 19-64"
 Camshaft Drive ...Helical gear
 Cooling System ...Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Johnson 1"
 Fed By Vacuum
 Ignition Atwater-Kent
 Start and Light ...Simms
 Spark Plugs $\frac{7}{8}$ "
 Battery Presto-Lite 12-6 volt
 Clutch Cone, running in oil
 Rear Axle Make...Own
 Type $\frac{3}{4}$ floating
 Gear Ratio (H)....3.58
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 108"
 Tread 56"
 Tires 30 x $3\frac{1}{2}$ "
 Rims Kelsey
 Rear Springs Semi-elliptic (Sheldon)
 Weight 2050

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	26	4	1-14000	\$
	50	6	14001-49999	\$
1915	25	4	14001-49999	\$ 100
1916	25	4	50000-113205	175
1917	25	4	113206-193800	225
1918	25	4	193801-239822	500
1919	25	4	239823-266800	600
1920	25	4	266801-328452	700
1921	25	4	328453-	\$

Serial numbers: 1914-15 on dash. Others, tourings, driver's seat, right side; roadsters, driver's seat, left side. Motor numbers: cylinder block, left side.



MAXWELL—(Continued)

Year		Type	Price	H. P.
1914	25	Road.	\$725	21
		5-Pass. Tour.	750	21
		6-Pass. Town	950	21
	35	Road.	1,200	26
		5-Pass. Tour.	1,225	26
	50 (6)	7-Pass. Tour.	1,975	21
1915	25	Road.	670	21
		5-Pass. Tour.	695	21
		Cabriolet	840	21
		Town Car	920	21
		Electric Starters, \$55 extra (all 1915 models)		
1916	25	Road.	580	21
		Tour.	595	21
		Cabriolet	865	21
		Town Car	915	21
	(Permanent Top,	Convertible Body	935	21
1917	25 (4)	2-Pass. Road.	650	21
		5-Pass. Tour.	665	21
		2-Pass. Cabriolet	865	21
		6-Pass. Town Car	915	21
		5-Pass. Sedan	985	21
1918	25 (4)	3-Pass. Rd., 5-Ps. Tr.	825	21
		Road (Winter Top)	910	21
		Tour (Winter Top)	935	21
		6-Pass. Town Car or Ber.	1,175	21
		5-Pass. Sedan (Wire Wheels)	1,275	21
		6-Pass. Ber. (Wire Wheels)	1,275	21
1919	25	3-5-Ps. Road., Tour.	895	21
		3-Pass. Con. Coupe	980	21
		5-Pass. Con. Sedan	1,005	21
		3-Pass. Coupe	1,520	21
		5-Pass. Sedan	1,565	21
1920	25	3-5-Ps. Road., Tour.	995	21
		3-Pass. Coupe	1,595	21
		5-Pass. Sedan	1,695	21
1921	25	5-Pass. Touring	845	21
		2-Pass. Roadster	845	21
		5-Pass. Sedan	1,545	21
		Coupe	1,445	21

MERCER

Mercer Automobile Co., Trenton, N. J.

6 Touring	\$4,500	7 Limousine	\$6,325
2-4 Roadster	4,500	Coupe	5,700
Sedan	6,200	Brougham	\$
4-Sportabout	4,500	2 Raceabout	4,500

Engine Own
 Cylinders 4
 Bore and Stroke ... $3\frac{3}{4} \times 6\frac{3}{4}$ "
 Rated H. P. 22.50
 Brake H. P. 72
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift $\frac{3}{8}$ "
 Camshaft Drive ...Chain
 Cooling System ...Pump
 Oiling System Full force feed
 Carburetor Hall & Ball $1\frac{1}{2}$ "
 Fed By Vacuum
 Ignition Eisemann
 Start and Light ...Westinghouse
 Spark Plugs $\frac{7}{8}$ "
 Battery Prest-O-Lite
 Clutch Dry multi-disc
 Rear Axle Make...Own
 Type Full floating
 Gear Ratio (H)....3.82-4.14
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 132"
 Tread 56"
 Tires $32 \times 4\frac{1}{2}$ " Cord Goodyear
 Rims Firestone
 Rear Springs Semi-elliptic Stanpar)
 Weight 3900

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	35J-35H	4		\$
	35M-350M	4	1591-2091	\$
1914-5	RA-R- 22-70			
	O-S-T		2099-2549	\$ 500
1916	22-72R-A-R			
	O-S-T		2550-3299	800
1917	22-73-R-A			
	RO-S-T		3300-4099	1,000

MERCER—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	4T-S-RA-RO		4100-4599	\$1,800
1919	5T-S-RA-RO		4600-	2,000
1920	Series 5		4800-56000	
			9500-12200	\$
1921	Series 5		12200-up	\$

NOTE: RA—Raceabout RO—Runabout
T —Touring S —Sporting

Serial numbers: on dash. Motor number: left front leg of motor, valve cover also.

Year	Model	Type	Price	H. P.
1914	J	Raceabout	\$2,600	31
	O-H	Road., 5-Ps. Tr.	2,900	32
	M	5-Pass. Tour.	3,000	32
	M	5-Pass. Tour.	3,000	32
1915	22-70	Run.	2,800	22
		Sporting	3,000	22
		Touring	3,000	22
1916	22-70	Raceabout	2,750	22
		Run.	2,900	22
		4-Pass. Sporting	3,000	22
		6-Pass. Tour.	3,000	22
1917	22-73	Tour.	3,500	22
		Sporting	3,500	22
		Run.	3,400	22
1917	22-73	Raceabout	3,250	22
		Tour. Lim.	5,000	22
1918	Series 4 (4)	Raceabout	3,750	22
		Runabout	3,900	22
		Sporting	4,000	22
1919	Series 4	2-Pass. Raceabout	4,200	23
		2-Pass. Runabout	4,500	23
		4-6-Pass. Sport	4,500	23
1920	Series 5	2-Pass. Raceabout	4,675	23
		2-Pass. Runabout	4,950	23
		4-6-Ps. Sport. Tr.	4,950	23
		7-Pass. Limo.	6,650	23
		6-Ps. Limo. Coupe	6,150	23
1921		6-Pass. Tour.	4,500	23
		Sedan	6,200	23
		2-Pass. Roadster	4,500	23

METZ

Metz Company, Toledo, Ohio

5 Touring	\$1,995	Limousine	\$
2 Roadster	1,995	4 Coupe	\$2,895
5 Sedan	2,995	Brougham	\$

Engine Rutenber
 Cylinders 6
 Bore and Stroke ...3½ x 5"
 Rated H. P.....23.44
 Brake H. P.....45
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 5-16"
 Camshaft Drive Spur gear
 Cooling System ...Pump
 Oiling System Force feed-splash
 Carburetor Stromberg 1¼"
 Fed By Vacuum
 Ignition Connecticut
 Start and Light ...Westinghouse
 Spark Plugs ½" Ex. Long
 Battery Willard 6 Volt
 Clutch Plate
 Rear Axle Make...Timken
 Type Semi-floating
 Gear Ratio (H).....4.63
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 120"
 Tread 56"
 Tires 32 x 4" Goodrich
 Rims Firestone
 Rear Springs Semi-elliptic (Stanpar)
 Weight 2850

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	22	4	22950-28800	\$
			28801-29100	\$
1915	22	4	29101-32999	\$ 50
1916	25	4	33000-36380	\$ 75
1916	25	4	36381-40248	\$
1917-8	25	4	40249-44600	\$ 125
1919	Master	6	50001-50650	500
1920	Master	6	50651	1,100
1921	Master	6	51000	\$

Serial numbers: left side of motor amidships. Motor number same as serial.

METZ—(Continued)

Year		Type	Price	H. P.
1914	22	Torp. Road.	\$475	22
1915	22	Road.	495	22
1915	25	Tour.	600	24
1916	22	Run.	495	22
		(with electric lights and starter)	550	22
	25	Road., Tour.	600	24
1917	25 (4)	Road., Tour.	650	24
	DeLuxe(4)	Road., Tour.	695	24
	Victoria(4)	2-Pass. Road.	750	24
		5-Pass. Tour.	795	24
1918	25 (4)'	Road., Tour.	695	24
1919	Master 6	5-Pass. Tour.	1,695	23
1920	Master 6	3-5-Ps. Tour., Rd.	1,995	23
		3-Pass. Coupe	2,695	23
		3-Pass. Sedan	2,795	23
1921		2-5-Ps. Rd., Tr.	1,995	23
		5-Pass. Sedan	2,895	23
		4-Pass. Coupe	2,795	23

METEOR

Meteor Motors, Inc., Philadelphia, Pa.

4 Touring	\$5,500	Sedan	Custom
2-4 Roadster	5,500	Limousine	Built

Engine Duesenberg
 Cylinders 4
 Bore and Stroke ...4¼ x 6"
 Rated H. P. 25.6
 Brake H. P. 80
 Shape of Cylinder..Valve-in-head
 Cast Block
 Valve Lift
 Camshaft Drive Helical Gears
 Cooling System ...Pump
 Oiling System Force feed and splash
 Carburetor Zenith 1¾ L7
 Fed By Vacuum
 Ignition Simms Magneto
 Start and Light ...Bijur
 Spark Plugs ¾"
 Battery
 Clutch Dry Disc
 Rear Axle Make...Standard Parts
 Type ¾ floating
 Gear Ratio (H)....4.41
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 129"
 Tread 56"
 Tires 32 x 4½"
 Rims Stanweld
 Rear Springs Semi-elliptic
 Weight 3400 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	K	4		\$2,000
1920	R-RR	4	R600-Continued	3,000
1921	R-RR	4	to	\$
	R-O	4	5500	\$
	C	4	C1000-	\$

Year	Type	Price	H. P.
1919	K 2-4-Ps. Road., Tr.	\$5,000	26
1920	R 4-Pass. Tour.	5,500	26
	RR 2-Pass. Road.	5,500	26
1921	R 4 626		\$

MITCHELL

Mitchell Motors Co., Inc., Racine, Wis.

5 Touring	\$1,490	4 Coupe	\$2,290
3 Roadster	\$1,490-\$1,750	5 Sedan	2,440
Spec. Sport	1,790		

Engine	Own
Cylinders	6
Bore and Stroke	...3¼ x 5"
Rated H. P.	25.35
Brake H. P.	40
Shape of Cylinder	..L-head
Cast	Block
Valve Lift	5-16"
Camshaft Drive	Helical gear
Cooling System	...Pump
Oiling System	Force feed splash
Carburetor	Rayfield 1¼"
Fed By	Vacuum
Ignition	Remy
Start and Light	...Remy
Spark Plugs, Since 1916	..7/8"
Battery	Willard 6 volt
Clutch	Dry Single Plate
Rear Axle Make	...Full floating—own
Type	Full floating
Gear Ratio (H)	4.41
Car Drives Thru	Springs
Torque Taken By	...Torque Tube
Wheelbase	120"
Tread	56"
Tires	33 x 4" Cord
Rims	Stanweld
Rear Springs	Cantilever
Weight	3000 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	B235	4	50001-54000	\$ 80
	B245	6	55001-57000	100
1916	C342	6	60001-64999	175
	C542	6		175
	B248	8	57001-up	150
1917	D240	6	7000-9000	350
	D540	6		
	C342	6	65000-69999	\$ \$
	C442	6	90000-95499	\$ \$
	C542	6	65001-70000	\$ 375
	D40	6	70001-90000	375
1918	C42	6	90000-95499	500

MITCHELL—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	B	6	9550-106400	\$750
1920	F	6	1-up	1,200
1921	F40		1-up	\$

Serial numbers: 1914-15 heel board front seat, 1916 right hand side front seat. 1917-18-19 right front door post.

Year		Type	Price	H. P.
1915	4-35	Road., 5-Ps. Tour.	\$1,250	26
		6-Pass. Tour.	1,300	26
1916	Light 6(6) (6)	Road., Tour.	1,585	38
		Road., 5-Ps. Tour.	1,250	29
		7-Pass. Tour.	1,285	29
		Road., Tour.	1,450	29
		5-Ps. Tr., 3-Ps. Rd.	1,325	29
1917	Six C-42(6)	3-Pass. Road	1,490	29
		5-Pass. Tour.	1,510	29
		7-Pass. Tour.	1,525	29
		4-Pass. Club Rd.	1,560	20
		7-Ps. Tr. (demt. top.)	1,825	29
		Cabriolet	1,960	29
		Coupe	2,060	29
		Sedan	2,240	29
		Limousine	2,850	29
		D-40(6) 2-Pass. Road.	1,250	25
		Mitchell Jr. 5-Pass. Tour.	1,250	25
		5-Ps. Tr., (dem. top)	1,550	25
		D-40(6) 2-Ps. Rd., 5-Ps. Tr.	1,350	25
		4-Pass. Club Road.	1,280	25
		5-Ps. Tr. (demt. top)	1,550	25
1918	C-42(6)	Coupe	1,900	25
		Sedan	2,000	25
		3-Pass. Road.	1,565	29
		5-Pass. Tour.	1,610	29
		5-Pass. Club Road.,		
		7-Pass. Tour.	1,625	29
		Special 4-Ps. Surrey	1,700	29
		7-Ps. Tr. (demt. top)	1,825	29
		Cabriolet	2,035	29
		Coupe	2,210	29
		Club Sedan	2,260	29
		Sedan	2,375	29
		DeLuxe Sedan	2,525	29
		Lim., Town Car	2,850	29

MITCHELL—(Continued)

Year		Type	Price	H. P.
1919	E-40	3-5-Ps. Road., Tr.	1,690	25
	E-40	5-Pass. Sedan	2,600	25
	E-40	4-Pass. Coupe	2,500	25
	E-42	7-Pass. Tour.	1,875	25
1920	E-40	3-5-Ps. Road., Tour.	1,750	25
	F-40	5-Pass. Sedan	2,500	25
	F-40	4-Pass. Coupe	2,700	25
1921	F-40	5-Tour., Rd.	1,490	25
		Special	1,790	25
		4-Pass. Coupe	2,590	25
		5-Pass. Sedan	2,900	25

MONITOR

Monitor Motor Car Co., Columbus, Ohio

Prices on Request

5 Touring \$	Limousine \$
3-4 Roadster \$2,475	5 Sedan \$

Engine Continental 8 H. Spillman
 Cylinders 6
 Bore and Stroke ... $3\frac{1}{4} \times 4\frac{1}{2}$ "
 Rated H. P. 25.35
 Brake H. P. 55
 Shape of Cylinder.. L
 Cast Block
 Valve Lift
 Camshaft Drive ... Helical
 Cooling System ... Pump
 Oiling System Pressure
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Connecticut
 Start and Light ... Dyneto
 Spark Plugs 8"
 Battery Prest-O-Lite 6 volt
 Clutch Disc
 Rear Axle Make... Stanpar
 Type Floating
 Gear Ratio (H).... 4.25
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 121"
 Tread 56"
 Tires 33 x 4"
 Rims Stanweld
 Rear Springs Semi-elliptic
 Weight 2350 lbs.

Year	Model	Type	Price	H. P.
1915	C-R	5-Ps. Tr. 2 or 4-Rd.	\$795	22.5
1916	C-R	" "	795	22.5
1916	M-O	" "	995	25.35
1917	C-R	" "	895	22.5
1917	M-C	" "	1,095	25.35
1918	C-R	" "	995	22.5
1918	M-O	" "	1,275	25.35
1919	M-O	" "	1,475 to 1,575	25.35

MONITOR—(Continued)

Year	Type	Price	H. P.
1920	M 5-Pass. Touring only	1,675	25.35
1920	Series 3 "	2,475	25.35
1921	Series 3 " No List Price		25.35

Serial numbers: right side seat sill, end of front seat. Motor numbers: right side of motor.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	C-R	6	1100-1168	\$ 150
1916	C-R	4	1169-1300	175
1916	M-C	6	1500-1507	175
1917	C-R	4	2500-2550	200
1917	M-O	6	1525-1642	200
1918	C-R	4	2561-2600	350
1918	M-O	6	1643-1882	375
1919	M-O	6	1900-3315	550
1920	M-O	6	3316-4178	800
1920	Series 3	6	5000-5086	850
1921	Series 3	6	5087-up	\$

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5 Touring	\$1,295	2 Roadster	\$1,295
5 Sedan	\$2,175		

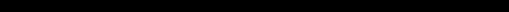
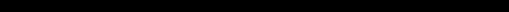
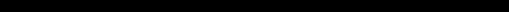
Engine	Own
Cylinders	4
Bore & Stroke.....	3¼ x 4½"
Rated H. P.....	16.90
Brake H. P.....	43.7
Shape of Cyl.....	Valve-in-head
Cast	Block
Valve Lift.....	¾"
Camshaft Drive.....	Helical gear
Cooling System.....	Thermo-syphon
Oiling System.....	Force feed
Carburetor	Zenith 1¼"
Fed By.....	Vacuum
Ignition	Connecticut
Start & Light.....	Auto-Lite
Spark Plugs	7/8"
Battery	U. S. L. 6 volt
Clutch	Dry plate multi disc
Rear Axle Make....	Own
Type	Semi-floating
Gear Ratio (H).....	5.30
Car Drives Thru....	Springs
Torque Taken By..	Torque Tube
Wheelbase	115"
Tread	56"
Tires	32 x 3½"
Rims	Firestone
Rear Springs.....	Cantilever (Armstrong)
Weight	2475 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1915-6	M4	4	501-8000	\$ 50
1917	M3-4-5	4	4001-9151	\$ 100
1918	M3	4	5900-5970	\$ 175
	M4	4	10001-11177	\$ 300
1919	S7-8	4	15000-15599	\$ 500
1920	S9-10	4	15600-18350	\$ 780
1921	S9-10	4	18351-	\$ 850
	11-12	4		

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MONROE—(Continued)

Year		Type	Price	H. P.
1915-16	M2	Speed., Road.	\$ 460	14
1917	M3 (4)	Road.	565	14
	M3 (4)	Club Road.	635	14
1917	M3 (4)	Sedan	965	14
	M4-M5 (4)	Tr., Club Road.	1,095	17
1918	M3 (4)	Roadster	565	14
		Club	635	14
		Sedan	965	14
	M6 (4)	3-Ps. Rd., Tour.	995	17
		Sedan	1,850	20
1919	S-7	5-Pass. Tour.	1,295	16
	S-8	2-Pass. Road.	1,295	16
1920	S-9	5-Pass. Tour.	1,440	16
	S-10	2-Pass. Road.	1,440	16
1921	S- 9-10	5-Pass. Tour., Rd.	1,295	16
	11-12	5-Pass. Sedan	2,175	16



MOON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	Victory	6	46000-47660	\$1,000
		6		\$1,500
1920	48		48000-	\$
Serial numbers: on dash under hood left side. Motor number left side motor crank case.				
Year	Type	Price	H. P.	
1915	4-38 Tour.	\$1,350	22	
	6-40 (6) Tour.	1,575	29	
	6-50 (6) Tour.	2,250	34	
1916	6-30 (6) Road., 5-Ps. Tour.	1,195	25	
	6-40 (6) Road., 7-Ps. Tour.	1,475	29	
	Coupe	1,850	29	
1917	6-43 (6) Road. & Tour.	1,395	25	
	Cabriolet	2,050	25	
	6-45 (6) Road. & Tour.	1,485	25	
	6-66 (6) Road. & Tour.	1,750	29	
	Cpe. & Cabriolet	2,310	29	
	Sedan	2,410	29	
1918	6-36 (6) 2-Ps., Rd., 5-Ps. Tr.	1,295	20	
	6-45 (6) 7-P. T., 4-P. Clb. R.	1,685	25	
	4-Pass. Cabriolet	2,350	25	
	6-66 (6) 7-P. T., 4-P. Clb. R.	1,985	29	
	4-Pass. Cabriolet	2,550	29	
	Coupe	2,650	29	
	7-Pass. Sedan	2,950	29	
1919	Victory	5-Pass. Tour.	1,885	25
	6-66	7-Pass. Tour.	2,750	25
1920	6-48	5-Pass. Tour.	2,385	25
		3-Pass. Road.	2,485	25
		4-5-Ps. Coupe, Sedan	3,385	25
		7-Pass. Tour.	2,950	25
		4-Pass. Coupe	3,850	25
		7-Pass. Sedan	3,950	25

MOORE

Moore Motor Vehicle Co., Danville, Ill.

5 Touring	\$1,175	Limousine	\$
2 Roadster	\$1,175	Coupe	\$
Sedan	\$	Brougham	\$

Engine Gelden, Belknap & Swartz
 Cylinders 4
 Bore & Stroke.....3¼ x 4¼"
 Rated H. P.....22.50
 Brake H. P.....30
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift.....7/32"
 Camshaft Drive....Spur gear
 Cooling System....Thermo-syphon
 Oiling System.....Force feed splash
 Carburetor Marvel 1"
 Fed By.....Vacuum
 Ignition Auto-Lite
 Start & Light.....Auto-Lite
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Plate
 Rear Axle Make....Peru
 Type Full floating
 Gear Ratio (H)....4.25
 Car Drives Thru...Springs
 Torque Taken By..Springs
 Wheelbase 106"
 Tread 56"
 Tires 30 x 3½" QD Firestone
 Rims Firestone
 Rear Springs.....Semi-elliptic (Kalamazoo)
 Weight 2200 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	30	4	1-200	\$
1917	H-G-M	4	201-800	\$
1918	30	4	801-985	\$ 100
1919	30C	4	986-1200	\$ 250
	30C	4	1600-7000	\$ 250
	30C	4	8000-up	\$
1920	30C	4	1201-	\$ 850
	30C	4	7100-	\$ 850

Serial numbers: right side dash under hood. Motor numbers: right side crank case.

MOORE—(Continued)

Year		Type	Price	H. P.
1917	HGM (4)	Streamline	\$ 550	22
1918	30 (4)	Streamline	695	22
1919	C	5-Pass. Tour.	850	23
	F	5-Pass. Tour.	1,095	23
1920	G	2-5-Ps. Tour., Road.	1,175	23

MURRAY

Lozier Motor Co., New York City

Temporarily Discontinued

Touring	\$	Limousine	\$
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$
Engine Herschell-Spillman			
Cylinders 8			
Bore & Stroke.....3¼ x 5"			
Rated H. P.....33.80			
Brake H. P.....80			
Shape of Cyl.....L-head			
Cast Fours			
Valve Lift 35			
Camshaft Drive Helical gear			
Cooling System.....Pump			
Oiling System.....Full force feed			
Carburetor Zenith			
Fed By.....Vacuum			
Ignition Splitdorf			
Start & Light.....Westinghouse			
Spark Plugs ¾"			
Battery			
Clutch Dry disc			
Rear Axle Make....Timken			
Type Full floating			
Gear Ratio (H).....4.46			
Car Drives Thru....Springs			
Torque Taken By..Springs			
Wheelbase 128"			
Tread 56"			
Tires 34 x 4½"			
Rims Firestone			
Rear Springs.....¾ elliptic			
Weight 3750 lbs.			
Year	Type		Price H. P.
1917	70-T (8)	7-Ps. Tour., Road.	\$2,500
1918	70-T (8)	4, 7-Ps., Tr., Rd.	2,800
	(8)	Cabriolet	3,600
		Limousine	4,000

1920-21—(Temporarily Out of Production).

NASH

Nash Motors Co., Kenosha, Wis.

5-7 Touring	\$1,545-\$1,695	Limousine	\$
2-4 Roadster	\$1,525-\$1,695	4 Coupe	\$2,395
7 Sedan	\$2,695	Brougham	\$
Sportster	\$1,695		

Engine	Own
Cylinders	6
Bore & Stroke	3¼ x 5"
Rated H. P.	25.35
Brake H. P.	67
Shape of Cyl.	Valve in head
Cast	Block
Valve Lift	35
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Splash
Carburetor	Marvel 1¼"
Fed By	Vacuum
Ignition	Wagner
Start & Light	Wagner
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Three plate
Rear Axle Make	Own
Type	Semi-floating
Gear Ratio (H)	4.50
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	121" & 127"
Tread	56"
Tires	33 x 4" & 34 x 4½"
Rims	Firestone
Rear Springs	Semi-elliptic (Alloy)
Weight	2850 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1918-9	681	6	100101-139520	\$ 900
	682	6	111601-113687	\$1,000
	683	6	121001-122500	\$ 875
	684	6	100015-120991	\$1,200
	685	6	119913-145007	\$1,200
1920	687	6	133351-134303	\$1,000
	681	6	139521-152289	\$1,100
	682	6	113687-154492	\$1,250
	684	6	120991-155605	\$1,900

NASH—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
	685	6	145007-156705	\$1,700
	686	6	132587-156704	\$1,100
	687	6	134303-157505	\$1,250

Serial numbers: left gooseneck. Motor numbers:
right front motor leg.

Year		Type	Price	H. P.
1918	681 (6)	5-Ps. Tour.	\$1,395	25
	683 (6)	4-Ps. Road.	1,395	25
	671 (6)	7-Ps. Tour.	1,465	29
	682 (6)	7-Ps. Tour.	1,545	25
	684 (6)	Tour., Sedan	2,085	25
	685 (6)	4-Ps. Coupe	2,085	25
1919	683	4-Pass. Road.	1,490	25
	681	5-Pass. Tour.	1,490	25
	682	7-Pass. Tour.	1,640	25
	684	7-Pass. Sedan	2,575	25
	685	4-Pass. Coupe	2,350	25
	686	2-Pass. Road.	1,490	25
	687	2-Pass. Road.	1,490	25
	687	4-Pass. Sport	1,595	25
1920	681	5-Pass. Tour.	1,695	25
	682	7-Pass. Tour.	1,875	25
	684	7-Pass. Sedan	2,895	25
	685	4-Pass. Coupe	2,650	25
	686	2-Pass. Road.	1,695	25
	687	4-Pass. Sport	1,850	25

NATIONAL

National Motor Car & Vehicle Co., Indianapolis, Ind.

7 Touring	\$2,995	Phaeton	\$2,995
3 Roadster	\$2,995	4 Coupe	\$3,900
7 Sedan	\$3,900		

Engine Own
 Cylinders 6
 Bore & Stroke.....3½ x 5¼"
 Rated H. P.....29.40
 Brake H. P.....50
 Shape of Cyl.....Valve in head
 Cast Block
 Valve Lift
 Camshaft Drive Chain
 Cooling System....Pump
 Oiling System.....Force Feed
 Carburetor Rayfield 1½"
 Fed By... ..Vacuum
 Ignition Delco
 Start & Light.....Westinghouse
 Spark Plugs Presto-Lite 6 volt
 Battery ¾"
 Clutch Single dry plate
 Rear Axle Make....Columbia
 Type Full floating
 Gear Ratio (H).....4.08
 Car Drives Thru....Springs
 Torque Taken By..Torque arm
 Wheelbase 130"
 Tread 56"
 Tires 32 x 4½" Cord Goodyear
 Rims Firestone
 Rear Springs.....Semi-elliptic (Detroit)
 Weight 3700 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	6W	6	9001-9600	\$
1915	AA	6	10102-14000	\$ 200
	AB	6	11001-12301	\$
1916	AC	6	14001-15507	\$ 270
	BD	12	16001-16729	\$ 270
1917	AE	6	17003-17285	\$ 450
	AH	12	18000-18137	\$ 275
1918	AF	6	20000-27671	\$ 800
	AK	12	25000-25875	\$ 400
1919	AL	6	28000-up	\$1,000
	AM	12	32000-up	\$

NATIONAL—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	Sextet	6	60000-	\$2,000
1921		6	(Continued)	

Serial numbers: 1914-15-16 on chassis, under left rear fender. 1917 to date on chassis, under left front fender. Motor numbers 12 cylinder cars on fly wheel, 6 cylinder cars left side below oil breather pipe.

Year		Type	Price	H. P.
1914	Six (6)	Torp., Tour.	\$2,375	34
		Coupe	2,850	34
1915	AB (6)	Rd., Ty. Tn., 5-P. Tr.	2,375	34
		6-Pass. Tour.	2,500	34
		Cab., Parlor Car	2,700	34
		Cpe. Coach	2,850	34
1916	Highway Six (6)	6-Pass. Tour.	1,690	29
	Highway Twelve(12)	6-Pass. Tour.	1,990	36
	Newport(6)	4-Pass. Tour.	2,375	34
		6-Pass. Tour.	2,500	34
1917	Highway Six (6)	7-Pass. Tour.	1,995	29
"		4-Pass. Road.	1,995	29
		4-Pass. Phaeton	1,995	29
		Tour. Sedan	2,820	29
		Coupe	2,645	29
	Highway Twelve (12)	7-Pass. Tour.	2,595	40
		4-Pass. Road.	2,595	40
		4-Pass. Phaeton	2,595	40
		Tour. Sedan	3,420	40
		Coupe	3,245	40
1918	Highway Six (6)	Chassis	1,750	29
		4-Ps. Rd., 7-Ps. Tr.	2,150	29
		4-Pass. Phaeton	2,150	29
		Coupe	2,645	29
		Tour. Sedan	2,820	29
1920	Sextet	2-4-Pass. Rd., Phae.	3,750	29
		7-Pass. Tour.	3,750	29
		4-Pass. Coupe	4,900	29
		7-Pass. Sedan	4,950	29
1921	Sextet	7-Tour. & Road.	2,995	—
		7-Ps. Sedan & Phae.	3,900	—

NELSON

E. A. Nelson Motor Car Co., Detroit, Mich.

5 Touring	\$1,700	Limousine	22
Roadster	\$	Coupe	22
Sedan	\$	Brougham	22

Engine Own
 Cylinders 4
 Bore and Stroke.... $3\frac{1}{8} \times 4\frac{3}{4}$ "
 Rated H. P..... 15.63
 Brake H. P..... 29
 Shape of Cylinder.. Valve-in-head
 Cast Block
 Valve Lift $5/16$ "
 Camshaft Drive Helical gear
 Cooling System Thermo-Syphon
 Oiling System Full force feed
 Carburetor Zenith 1"
 Fed By Vacuum
 Ignition Bosch
 Start and Light U S L
 Spark Plugs 7/8"
 Battery Willard 8 v 60
 Clutch Disc
 Rear Axle Make.... G.M.
 Type Full floating
 Gear Ratio (H)..... 3.25
 Car Drives Thru... Shafts
 Torque Taken By... 100 lbs. ft.
 Wheelbase 54"
 Tread 56"
 Tires 32 x 4"
 Rims 8" x 16"
 Rear Springs 8" x 16" x 16" (M. 1000)
 Weight 2655 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	A-B	4	1001-1111	\$ 500
1919	Four-29	4	1112-1212	600
1920	D	4	1213-1500	900

Serial numbers: on dash. Motor numbers: top right front crank case cover.

Year	Type	Price	H. P.
1917	(4) Knockabout Rd.	\$1,200	16
	Touring	1,400	16
	Sedan	1,800	16

NELSON—(Continued)

Year		Type	Price	H. P.
1918	(4)	2-Pass. Road.	1,200	16
		4-Pass. Tour.	1,400	16
1919	Four-29	5-Pass. Tour.	1,500	16
1920	D	5-Pass. Tour.	1,700	16

NOMA

Noma Motor Corp., New York City

4 Touring	\$3,200	Limousine	\$
2-3 Roadster	3,000	Coupe	\$
5 Sedan	4,500	Brougham	\$

Engine	Continental
Cylinders	6
Bore and Stroke....	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	50
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	9/32"
Camshaft Drive	Spur gear
Cooling System	Pump
Oiling System	Force feed splash
Carburetor	Zenith 1¼"
Fed By	Vacuum
Ignition	Delco
Start and Light	Delco
Spark Plugs	
Battery	Willard 6-8 volt
Clutch	Plate
Rear Axle Make....	Timken
Type	¾ floating
Gear Ratio (H)....	4.45
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	128"
Tread	56"
Tires	31 x 4½"
Rims	Houk wire
Rear Springs	Semi-elliptic (Stanpar)
Weight	2925 lbs.

Year	Model	Cyl.	Serial Numbers	To-day Value
1919	1-A	6	1-300	\$1,750
1920	1-BC	6	301-600	1,800
1921				\$

Serial numbers: on gooseneck left. Motor numbers: left side crank case.

Year	Model	Type	Price	H. P.
1919	1-A	2-Pass. Road.	\$2,500	20
		4-Pass. Tour.	2,700	20
1920	1-BC	2-Pass. Road.	2,800	20
		4-Pass. Tour.	2,900	20
1921		4-Pass. Tour.	3,200	25
		2-3-Pass. Road.	3,000	25
		5-Pass. Sedan	4,500	25

NORWALK

Norwalk Motor Car Co., Martinsburg, W. Va.

5 Touring	\$1.035			Sedan	\$
Roadster	\$			Coupe	\$
Engine	Lycoming				
Cylinders	4				
Bore and Stroke	3½ x 5"				
Rated H. P.	19.60				
Brake H. P.	31.90				
Shape of Cylinder	L-head				
Cast	Block				
Valve Lift	5-16"				
Camshaft Drive	Helical				
Cooling System	Thermo-syphon				
Oiling System	Pump and splash				
Carburetor	Zenith				
Fed By	Vacuum				
Ignition	Delco				
Start and Light	Dyneto				
Spark Plugs	7/8"				
Battery	Willard				
Clutch	Dry Plate				
Rear Axle Make	Adams				
Type	¾ floating				
Gear Ratio (H)	4.60				
Car Drives Thru	Torque Arm				
Torque Taken By	Springs				
Wheelbase	116"				
Tread	56"				
Tires	32 x 3½"				
Rims	Firestone				
Rear Springs	Semi-elliptic				
Weight	2410				
Year	Model	Cyl.	Serial Numbers	Value	
1920	4-30-KS	4	9900-9999	To-day	\$ 750
1921		4	10000-		\$
Serial numbers: under hood on left side. Motor					
numbers: on cylinder block left side.					
Year		Type	Price	H. P.	
1920	4-30-KS	5-Pass. Tour.	\$1,385	19	
1921	4-30-KS	5-Pass. Tour.	1,035	19.6	

OAKLAND

Oakland Motor Car Co., Pontiac, Mich.

5 Touring	\$1,145	Limousine	\$
2 Roadster	\$1,095	4 Coupe	\$1,625
5 Sedan	\$1,725	Sport	\$1,265

Engine Own
 Cylinders 6
 Bore and Stroke....2 13/16 x 4 3/4"
 Rated H. P.....18.98
 Brake H. P.....44
 Shape of Cylinder..Valve-in-head
 Cast Block
 Valve Lift 5-16"
 Camshaft Drive ...Helical gear
 Cooling System Pump
 Oiling System Force feed splash
 Carburetor Marvel 1"
 Fed By Vacuum
 Ignition Remy
 Start and Light ...Remy
 Spark Plugs 7/8" Long
 Battery Presto-Lite 6 volt
 Clutch Cone
 Rear Axle Make....Mott
 Type Full floating
 Gear Ratio (H)....4.50
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 115"
 Tread 56"
 Tires 32 x 4"
 Rims Perlman
 Rear Springs Semi-elliptic (Sheldon)
 Weight 2421

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	43	4	430000-430500	\$
	61	6	60001B-60951B	\$
	48	6	480000-481150	\$
	62	6	620000-620100	\$
	36	6	360000-364000	\$
1915	37	4	370000-373599	\$ 200
	49	6	490000-490500	150
1916	38TC	4	380000-384001	150
	38Rds	4	280000-383937	150
	38Spd	4	380000-383814	150
	32TC	6	320000-328000	300

OAKLAND—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	32Rds	6	322533-327942	\$
	32B	6	330000-347100	\$
1916-7	50	8	500000-502000	\$ 300
1917	34	6	134-3000034	350
1918-9	34B	6	3000034-11700034	500
1920	34C	6	11700134-20000034	1,000
1921	34C	6	15237534-up	\$

Serial numbers: chassis rail under right rear fender.

Motor numbers right side motor.

Year	Model	Type	Price	H. P.
1915	37-S	Speed.	\$1,100	20
	37-R	Road.	1,150	20
	37-T	Tour.	1,200	20
	49-R, 49-T			
	(6)	Road., Tour.	1,685	29
1916	32 (6)	5-Pass. Tour.	795	19
	38	5-Ps. Tr. Epd., Rd.	1,050	20
	50 (8)	7-Pass. Tour.	1,585	39
1917	34 (6)	2-Ps. Rd., 5-Ps. Tr.	875	19
		Coupe	995	19
		Sedan	1,020	19
	50 (8)	7-Pass. Tour.	1,585	39
1918	34B (6)	5-Ps. Tr., 3-Ps. Rd.	990	19
		2-Ps. Rd. Coupe	1,150	19
		5-Ps. Tr. Sedan	1,190	19
		4-Ps. Coupe (Unit Bd.)	1,490	19
		Sedan (Unit Body)	1,550	19
1919	34-B	2-5-Ps. Road., Tour.	1,075	19
		4-Pass. Coupe	1,650	19
		5-Pass. Fore D. Sedan	1,650	19
1920	34-C	2-5-Ps. Road., Tour.	1,115	19
		4-Pass. Coupe	1,825	19
		5-Pass. Sedan	1,825	19
		4-5-Ps. Sedan, Coupe	1,825	19

OLDSMOBILE (Eight)
Olds Motor Works, Lansing, Mich.

Models 46 and 47

7 Touring	\$1,625-\$1,735	Limousine	\$
4 Roadster	\$1,625-\$1,735	Coupe	\$2,185-\$2,635
7 Sedan	\$2,425-\$2,635	Sport	\$1,625

Engine Own
 Cylinders 8
 Bore and Stroke.... $2\frac{7}{8} \times 4\frac{3}{4}$ "
 Rated H. P. 26.45
 Brake H. P. 58
 Shape of Cylinder.. L-head
 Cast Fours
 Valve Lift $11/32$ "
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Ball & Ball
 Fed By Vacuum
 Ignition Delco
 Start and Light Delco
 Spark Plugs $\frac{7}{8}$ " Long
 Battery Willard 6 volt
 Clutch Cone
 Rear Axle Make.... Own
 Type Full floating
 Gear Ratio (H).... $4\ 11/12$
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 122"
 Tread 56"
 Tires $33 \times 4\frac{1}{2}$ "
 Rims Perlman
 Rear Springs Semi-elliptic (Stanpar)
 Weight 3085

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	43T	4	94000-99999	\$ 300
	43 Rds.	4	93000-93999	300
	rt. hd. dr.		109000-109499	\$
	44T	8	112000-118749	\$
	44 Rds.	8	110000-111649	\$
1917	rt. hd. dr.		109500-109999	\$
	44 Cab	8	111650-111800	\$
	44 Sdn.	8	118750-118782	\$
	45T	8	143000-144600	\$ 400
	45 Rds.	8	119300-122499	400
	Club	8	122500-124999	\$
	Sedan	8	125000-125499	\$ 400
	Cab'let	8	119000-119299	\$

OLDSMOBILE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value
				To-day
1917	37T	6	150000-up	\$ 600
	37 Rds.	6	193000-200000	600
1918-19	45T	8	125500-142999	600
	45AP	8	146000-149909	\$
	45AT	8	145000-145999	\$ 600
	37 Coup.	6	192000-192799	600
	37 Sdn.	6	190000-190999	600
1919-20	5 Tour.	6	37AT1-up	800
	37A Rd.		37AR1-up	800
	37A Sdn.		37AS1-up	900
	37B Sdn.		37BS1-710-up	\$
	37A Coup.		37AG1-1751	\$ 900
	44-3T	8	45BT1-	\$
	44BP	8	45BP1-	\$
	45BS	8	45RS1-up	\$ 900
1919-20	45BP	8	45BP1-up	\$
1919-20	45BS	8	45BS1-up	\$
1920-21	46 Tour.	8	46T1-up	\$
1920-21	46P	8	46S1-up	\$
1920-21	46S	8	46S1-up	\$
1921	43A Tr.	4	43Ati-up	\$1,900
1921	43A Rd.	4	43Ari-up	1,900
1921	43A Cp.	4	43Aci-up	1,200
1921	43A Sn.	4	43Asi-up	1,400
1921	47 4 Ps.	8	47F1-up	1,200
1921	47 Coup.	8	47C1-up	1,700
1921	47 Sdn.	8	47S1-up	1,700

Serial numbers: 1914-15-16-17-18 under front seat, left side. 1919 right side cowl under hood. Motor numbers right side crank case.

OLDSMOBILE (Six)

Lansing, Mich.

5 Touring	\$1,450	Limousine	\$
2 Roadster	1,450	3 Coupe	\$2,145
5 Sedan	2,145	Brougham	\$

Engine Own
 Cylinders 6
 Bore and Stroke....2 13/16 x 4 3/4"
 Rated H. P.....19.90
 Brake H. P.....41
 Shape of Cylinder..Valve-in-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Johnson
 Fed By Vacuum
 Ignition Remy
 Start and Light Remy
 Spark Plugs 7/8" Long
 Battery Willard 6 volt
 Clutch Cone
 Rear Axle Make....Mott
 Type Full floating
 Gear Ratio (H)....4.58
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 112"
 Tread 56"
 Tires 32 x 4"
 Rims Jaxon
 Rear Springs Semi-elliptic (Stanpar)
 Weight 2600

Year		Type	Price	H. P.
1914	54 (6)	Ph., 5-Pass. Tour.	\$2,975	43
		7-Pass. Tour.	3,150	43
		Limousine	4,300	43
	42	Touring	1,350	20
1915	42	Roadster, Tour.	1,285	20
	55 (6)	Touring	2,975	43
1916	43	Road., 5-Ps. Tour.	1,095	20
	44 (8)'	Road., Tour.	1,195	26
		Sedan	1,850	26
		Cabriolet	1,775	26

OLDSMOBILE—(Continued)

Year		Type	Price	H. P.	
1917	45 (8)	5-Pass. Tour.	\$1,295	26	
		7-P. T. Clb., Std. Rd.	1,467	26	
		Cabriolet	\$1,775	26	
		Sedan	1,850	26	
	38 (6)	Tour., Road.	1,185	19	
		Cabriolet	1,595	19	
		Sedan	1,695	19	
		44-B (8)	Tour., Road.	1,295	26
	1918	45-A (8)	5-Pass. Tour.	1,295	26
			7-P. T. Clb., St'd Rd.	1,550	26
Sportster			1,550	26	
Cabriolet			1,775	26	
37 (6)		Sedan	1,850	26	
		Tour., Road.	1,195	19	
		Cabriolet or Coupe	1,595	19	
		Sedan	1,695	19	
1919		45-A	5-7-Pass. Tour.	1,700	26
		37-A	2-5-Ps. Road., Tour.	1,395	19
	3-5-Coupe, Sedan		1,895	19	
	45-B	7-Pass. Tour.	1,895	26	
		4-Pass. Pacemaker	1,895	26	
	7-Pass. Sedan	2,950	26		
1920	37-A	2-5-Ps. Road., Tour.	1,450	19	
	37-B	3-5-Coupe, Sedan	2,145	19	
	45-B	7-Pass. Tour.	2,100	26	
		4-Pass. Pacemaker	2,100	26	
		7-Pass. Sedan	3,300	26	

OLDSMOBILE (FOUR)

Lansing, Mich.

Model 43A

5 Touring \$1,145
2 Roadster \$1,145

5 Sedan \$1,845
4 Coupe \$1,645

Engine Own
Cylinders 4
Bore & Stroke.....3 11/16 x 5 1/4"
Rated H. P.....21.76
Brake H. P.....43.8
Shape of Cyl.....Valve-in-head
Cast Block
Valve Lift
Camshaft Drive... Helical Gear
Cooling System Pump
Oiling System.....Force feed splash
Carburetor Zenith
Fed By Vacuum
Ignition Auto Lite
Start & Light.....Auto Lite
Spark Plugs 7/8"
Battery Willard 6 volt
Clutch Dry Plate
Rear Axle Make...Own
Type 3.4 floating
Gear Ratio (H)...4 2/3 to 1"
Car Drives Thru...Torque Tube
Torque Taken By...Torque Tube
Wheelbase 115"
Tread 56"
Tires 32 x 4"
Rims Perlman
Rear Springs Semi-elliptic (Stampar)
Weight 2767 lbs.

OLYMPIAN

Pontiac, Mich.

5 Touring	\$1,585	Limousine	\$
2 Roadster	1:585	Coupe	\$
Sedan	\$	Brougham	\$

Engine Own
 Cylinders 4
 Bore and Stroke....3¼ x 4½"
 Rated H. P.....16.50
 Brake H. P.....30
 Shape of Cylinder..Valve-in-head
 Cast Block
 Valve Lift ¾"
 Camshaft Drive Helical gear
 Cooling System Thermo-syphon
 Oiling System Force feed-splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Connecticut
 Start and Light Auto-lite
 Battery 6 volt
 Clutch Plate
 Rear Axle Make....Own
 Type Semi-floating
 Gear Ratio (H)....4.75
 Car Drives Thru...Springs
 Torque Taken By...Torque rod
 Wheelbase 116"
 Tread 56"
 Tires 32 x 3½"
 Rims Goodrich
 Rear Springs Transverse
 Weight

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	45	4	5000-5500	\$ 425
1920	45	4	6000-	950
1921	45	4	Cont. from 1920	\$

Serial numbers are top of left member at outer edge at rear of radiator, front of dash, right side. Motor numbers: top of left rear motor support.

Year		Type	Price	H. P.
1917	35 (4)'	4-Pass. Chummy Rd.		
1917	35 (4)	5-Pass. Tour.	\$965	22

OLYMPIAN—(Continued)

Year		Type	Price	H. P.
1918	45 (4)	Rd., 5-Pass. Tour.	\$1,085	17
		3-Pass. Coupe	1,340	17
		5-Pass. Sedan	1,565	17
1919	45	2-5-Pass. Road., Tour.	1,585	16
		3-Pass. Coupe	1,585	16
1920	45	2-5-Pass. Road., Tour.	1,585	16
		3-Pass. Coupe	1,585	16
1921	45	3-5-Pass. Road., Tour.	1,585	16

OVERLAND

Willys-Overland Co., Toledo, Ohio

5 Touring	\$595	5 Sedan	\$895
Roadster	\$595	2 Coupe	\$850

Engine Own
 Cylinders 4
 Bore and Stroke....3½ x 4"
 Rated H. P.....18.23
 Brake H. P.....27
 Shape of Cylinder..L-head
 Cast Block
 Valve Lift 9/32"
 Camshaft Drive ...Helical gear
 Cooling System Thermo-syphon
 Oiling System Splash
 Carburetor Tilloston ¾"
 Fed By Gravity
 Ignition Connecticut
 Start and Light Auto-Lite
 Spark Plugs ½"
 Battery U S L 6 volt
 Clutch Plate in oil
 Rear Axle Make....Own
 Type ¾ floating
 Gear Ratio (H)....4.50
 Car Drives Thru...Springs
 Torque Taken By...Torque tube
 Wheelbase 100"
 Tread 56"
 Tires 30 x 3½" 31 x 4"
 Rims Stanweld
 Rear Springs Cantilever (Mather)
 Weight 1940

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	79	4	1-45006	\$
1915	80	4	1-20007	\$ 175
	81	4	1-20397	150
	82	6	1-2873	200
1916	83	4	1-50660	225
	83B	4	1-52180	\$
	86	4	1-11649	300
	75B	4	1-64746	250

OVERLAND—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	90	4	1-78008	375
	83BOE	4	1-1416	\$
	85B	4	1-40069	\$ 350
	85B	6	1-14465	400
	88WK	8	1-9057	700
	88	6	1-2501	\$
	88WK	4	1-1419	600
	89	6	1-4904	575
1918	85	6	14465-18482	500
	90	4	87008-140399	375
	83BOE	4	1416-2664	\$
	85	4	40069-51741	475
	88WK	4	9057-14020	900
	88WK	8	1419-2392	800
	89	6	4904-10915	\$
1919	90A	4	141200-167500	525
1920			126926-up	\$
1921		4		

Serial numbers: left side chassis rail. Motor numbers: left side motor, above carburetor.

Year		Type	Price	H. P.
1915	81	Roadster	\$795	26
		Touring	850	26
	Willys Kt. K-19	Road. and Tour.	2,475	26
	Willys Kt. K-17	Road. and Tour.	2,750	26
	80	Road.	1,050	27
		Tour.	1,075	27
		Coupe	1,600	27
	82 (6)	7-Pass. Tour.	1,475	29
1916	75	Road.	595	16
		Tour.	615	16
	83	Road.	725	27
		Tour.	750	27
	83-B	Road.	675	27
		Tour.	695	27
	Willys Kt. 84-B	Road.	1,095	27
		Tour.	1,125	27
		Coupe	1,500	27
		Limousine	1,750	27
		Limousine	1,775	27
	86 (6)	7-Pass. Tour.	1,145	29

OVERLAND—(Continued)

Year		Type	Price	H. P.
1917	Light Four (4) 90	2-Pass. Road.	735	18
		5-Pass. Tour.	750	18
		4-Pass. Country Clb.	795	18
	Big Four (4) 85-4	3-Pass. Road.	880	27
		5-Pass. Tour.	895	27
		3-Pass. Tr., Coupe	1,250	27
	Light Six (6) 85-6	5-Pass. Tr. Sedan	1,450	27
		3-Pass. Road.	1,080	25
		5-Pass. Tour.	1,095	25
		3-Pass. Tr. Coupe	1,385	25
	Willys Six (6) 89	5-Pass. Tr. Sedan	1,585	25
		7-P. T., 4-P. Cb. Rd.	1,298	29
		6-Pass. Sedan	1,975	29
		Willys Kt. (4) 88-4	7-Pass. Tour.	1,450	27
	4-Pass. Coupe		1,650	27
	7-Pass. Limousine		1,950	27
	7-Pass. Tr. Sedan		1,950	27
	Willys Kt. (8) 88-8	7-Pass. Tour.	1,950	36
		7-Pass. Sedan	2,650	36
		7-Ps. Lim., Twn Cr.	2,750	36
1918	Light Four 4-90	2-5-Ps. Road., Tr.	1,095	32
		4-Pass. C. Club	1,495	32
		5-Pass. Sedan	1,665	32
	Big Four 4-85	3-5-Pass. Rd., Tr.	1,175	35
		3-Pass. Tr., Coupe	1,285	35
		5-Pass. Tr., Sedan	1,485	35
	Light Six 6-85	3-5-Ps. Rd., Tr.	1,495	35-40
		3-Ps. Tr., Coupe	1,750	35-40
		5-Pass. Tr., Sedan	1,920	35,40
	Willys Six 6-59	7-4-P. T., Cb. Rd.	1,775	45
		5-Pass. Sedan	2,045	45
	Willys-K 4-88	7-Pass. Tour.	1,925	40
		4-Pass. Coupe	2,850	40
		7-Ps. T. Sn., Limo.	2,950	40
	Willys K 8-88	7-Pass. Tour.	2,750	65
		Town Car	3,300	65
Coupe		3,425	65	
7-Ps. Tour.-Sedan		3,475	65	
	7-Pass. Limo.	3,500	65	

OVERLAND—Continued)

Year		Type	Price	H. P.
1919	Light Four 4-90	2-5-Pass. Rd., Tour.	985	32
		4-Pass. Club Road., Wire Wheels	1,045	32
		5-Pass. Sedan	1,095	32
	Willys Six 6-89	7-4-Pass. Tr., Rd.	1,625	45
		7-Pass. Tour.	1,725	40
	Willys K 4-88	4-Pass. Coupe	2,650	40
		7-Ps. Tour.-Sedan	2,750	40
		7-Pass. Limo.	2,750	40
	Willys K 8-88	7-Ps. Tr., W. Wh.	2,740	65
		Coupe, W. Wh.	3,425	65
		7-Pass. Tr.-Sedan, Wire Wheels	3,475	65
		7-Ps. Limo., Wire Wheels	3,500	65
1920	Over. Four	2-5-Pass. Road., Tr.	895	27
		2-P. Cpe., W. Wh.	1,425	27
		5-P. Sdn., W. Wh.	1,475	27
		3-5-Ps. Rd., Tr.	2,195	40
	Willys K 4	4-Pass. Coupe	2,845	40
	Willys K 8-88	5-Pass. Sedan	2,945	—
Late 1921	Over.	5-Ps. Tour., Rd.	695	19
		Sedan	1,275	19
		Coupe	1,000	19

OWEN MAGNETIC

International Fabricating Corp., Wilkes-Barre, Pa.

7 Touring	\$7,000	7 Limousine	\$8,500
2-4 Roadster	7,000	4 Coupe	8,350
7 Sedan	8,870	2 Phaeton	7,000

Engine Own
 Cylinders 6
 Bore and Stroke ...4 x 5½"
 Rated H. P. 38.40
 Brake H. P. 80
 Shape of Cylinder..Valve-in-head
 Cast Threes
 Valve Lift ¾"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Zenith
 Fed By Vacuum
 Ignition Bosch
 Start and Light ...Magnetic
 Spark Plugs 7/8"
 Battery
 Clutch Owen Mag. Trans.
 Rear Axle Make ...American
 Type Full floating
 Gear Ratio (H) 4.00
 Car Drives Thru ...Springs
 Torque Taken By ..Springs
 Wheelbase 142"
 Tires 56"
 Tread 35 x 5"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 5200

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	0-36	6	501-1299	\$ 225
1917	M-25	6	1301-1799	500
1918	W-42	6	1801-	1,000

Serial numbers: door post left side. Motor numbers: left side motor block, amidships.

Year	Type	Price	H. P.
1916	III, IV, V (6)	4-P. Rn. 7-P. Tr. \$3,950	34
1917	M-25 (6)	5-7-Ps. Tour. 3,300	29
	M-25-1 (6)	Coupe 3,650	29
	M-25-3 (6)	Limousine 4,350	29
	M-25-7 (6)	Lan. 4,550	29

OWEN MAGNETIC—(Continued)

Year		Type	Price	H. P
1917	O-36-IV-V (6)	7-4-Ps. Tour.	\$3,950	34
	O-36-VI-VII (6)	3-4-Pass. Road.	3,950	34
	O-36-III (6)	Limousine	5,000	34
	O-36 (6)	Lan.	5,200	34
1918	W-42-4 (6)	Touring	5,300	38
	W-42-3 (6)	Limousine	6,300	38
	W-42-2 (6)	Sedan	6,300	38
1919	W-42	7-Pass. Tour.	5,500	39
		7-Pass. Sedan	6,500	39
	O-36	7-Pass. Tour.	4,200	29
		7-Ps. Sedan, Limo.	5,700	29
1920	60	4-7-Ps. Phae., Tr.	7,000	39
		4-Pass. Coupe	8,000	30
		7-Ps. Sedan, Limo.	8,500	39

PACKARD

Packard Motor Car Corp., Detroit, Mich.

7 Touring	\$4,850	7 Limousine	\$6,650
4 Roadster	\$4,850	4 Coupe	\$6,600
Sedan	\$6,800	Duplex Coupe	\$6,600
Duplex Sedan	\$6,800		

Engine Own
 Cylinders 12
 Bore & Stroke..... 3 x 5"
 Rated H. P..... 43.20
 Brake H. P..... 75.
 Shape of Cylinder... L-head
 Cast Sixes
 Valve Lift 34
 Camshaft Drive Chain
 Cooling System..... Pump
 Oiling System..... Full force
 Carburetor Own 1 3/4"
 Fed By Pressure
 Ignition Delco
 Start & Light..... Bijur
 Spark Plugs..... Since 1915 7/8"
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make.... Own
 Type Semi-floating
 Gear Ratio (H)..... 4.36
 Car Drives Thru... Springs
 Torque Taken By.... Torque arm
 Wheelbase 128" 136"
 Tread 56"
 Tires 35 x 5" Cord
 Rims Firestone
 Rear Springs..... Semi-elliptic (Rowland)
 Weight 4,750
 (12 Chasis 4,200 6 Chasis 2,500)

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	1-38	6	38000-42000	\$
	14-48	6	50026-52000	\$
	2-38	6	53026-56000	\$
	4-48	6	63026-66000	\$
1915	3-38	6	75,026-76999	\$ 500
	5-48	6	78026-78386	\$ 600

PACKARD—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	1-25	12-		\$ 750
	1-35	12-	80026-90000	\$ 900
	2-25	12-		
1917	2-45	12-	125051-150000	\$
	2-25	12-		\$1,200
	2-35	12-	150051-175000	\$1,600
1918	3-25	12-		\$2,000
	3-35	12-	150051-175000	\$2,100
1919	3-25	12-		\$2,800
	3-35	12-	150051-175000	\$2,700
1920	3-35	12-	163000-	\$4,200

Serial numbers on right front motor leg. Motor numbers: same.

Year		Type	Price	H.P.
1914	2-38 (6)	Sp. 6-P. T. (Fisher B)	\$3,350	38
		Run., Phae	3,750	38
		6-Ps. Sal., 7-Ps. Tr.	3,850	38
		Coupe	4,450	38
		6-Pass. Lan.	4,900	38
		7-Ps. Lan., 7-Ps. Lim.	4,950	38
		4-Pass. Brough.	4,950	38
		6-Ps. Br., 7-Ps. Lim.		
		(Cab-sides)	5,000	38
		6-P. Im. Lim., S. Lan.	5,100	38
		7-Pass. Imp. Lan.	5,150	38
	48 (6)	Run.	4,650	49
		Phae. Run.	4,700	49
		Phae.	4,750	49
		Tour.	4,850	49
		Victoria Phae.	4,930	49
		Victoria Tour.	5,065	49
		Coupe	5,400	49
		Imp. Coupe	5,600	49
		Cabette	5,800	49
		Salon Brougham	5,850	49
		Br., Lim., Lan.	5,900	49
		Salon Lim.	6,050	49
		Imperial Lim.	6,100	49
1917	2-35 (12)	7-P Lim. (with cbsd.)	5,000	43
		7-P. Ln. (no cbsd.)	5,050	43
		7-Pass. Sal. Lim.	5,100	43
		7-Pass. Imp. Lim.	5,150	43



PACKARD—(Continued)

Year		Type	Price	H.P.
1918	3-25 (12)	Chasis	\$3,550	43
		7-Ps. St. Tr., 7-Ps.		
		Sal. Tr.	3,950	43
		5-Ps. Ph., 5-Ps. Sal. Ph.	3,950	43
		4-Ps. Runabout	3,950	43
		4-Ps. Coupe	5,300	43
		7-Ps. Lim.	5,500	43
1918		6-Ps. Br., 7-Ps. Ln.	5,550	43
		7-Ps. Brougham	5,650	43
		7-Ps. Imp. Lim.	5,700	43
	3-35 (12)	Chassis	3,800	43
		7-Ps. St. Tr., 7-Ps.		
		Sal. Tr.	4,300	43
		7-Ps. Lim.	5,850	43
		7-Ps. Lan.	5,900	43
		7-Ps. Brougham	6,000	43
		7-Ps. Imp. Lim.	6,050	43
1919	3-25	4-7-Ps. Rbt. Tour.	5,200	43
		5-Pass. Phae.	5,200	43
		7-Pass. Limo.	6,800	43
		7-Pass. Lan.	6,850	43
		4-Pass. Coupe	6,600	43
		7-Pass. Brougham	6,950	43
	3-35	Salon Tour.	5,550	43
		7-Pass. Limo.	7,150	43
		7-Pass. Lan.	7,200	43
		7-Pass. Brougham	7,300	43
		7-Ps. Imperial Limo.	7,350	43
1920	Twin six	2-7-Ps. Rbt., Tour.	5,550	43
		4-7-Ps. Phae., Sal. Tr.	5,550	43
		7-Pass. Limo.	7,900	43
		7-Pass. Dup. Sedan	8,000	43
		7-Pass. Dup. Coupe	7,750	43
1921	Twin six	7-Pass. Tour., 2 Rdster	4,850	43
		Sedan	6,650	
		Duplex Sedan	6,800	
		Coupe	6,600	
		Chassis	4,200	
	Single six	6-Ps. Tour. & Rdster	2,975	
		Coupe	3,750	
		Sedan	3,975	
		Chassis	2,500	

PACKARD (SINGLE SIX)

Packard Motor Car Co.

4-7 Touring	\$2,975	Limousine	\$
Roadster	\$2,975	4 Coupe	\$3,750
Sedan	\$3,975	Duplex Sedan	\$

Engine Own
 Cylinders 6
 Bore & Stroke.....3 3/8 x 4 1/2"
 Rated H. P.....27.34
 Brake H. P.....54
 Shape of Cyl.....L-Head
 Cast En block
 Valve Lift
 Camshaft Drive Chain
 Cooling System Pump
 Oiling System.....Force
 Carburetor Own
 Fed By
 Ignition Atwater-Kent
 Start & Light.....Atwater-Kent
 Spark Plugs 7/8"
 Battery 6 volt
 Clutch Dry Disc
 Rear Axle Make...Own
 Type Semi-Floating
 Gear Ratio (H)....4.34
 Car Drives Thru...Springs
 Torque Taken By..Torque Arm
 Wheelbase 116"
 Tread 56"
 Tires 33 x 4 1/2"
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 3070 lbs.

PAIGE (6-66)

Paige-Detroit Motor Car Co., Detroit, Mich.

7 Lakewood	\$2,875	Limousine	\$4,030
3 Daytona	\$3,295	4 Coupe	\$3,765
7 Sedan	\$3,830		
Larchmont	\$2,975		

Engine Paige-Continental
 Cylinders 6
 Bores & Stroke..... 3¼ x 5"
 Rated H. P..... 33.75
 Brake H. P..... 45. 66.
 Shape of Cylinder... L-head
 Cast Block
 Valve Lift 3.12
 Camshaft Helical gear
 Cooling System..... Pump
 Oiling System..... Force feed-splash
 Carburetor Stromberg 1"
 Fed By..... Vacuum
 Ignition Atwater-Kent
 Start & Light..... Remy
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Three plate
 Rear Axle Make.... Salisbury
 Type ¾ floating
 Gear Ration (H)... 4.55
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 131"
 Tread 56"
 Tires 32 x 4½" Cord
 Rims Kelsey
 Rear Springs..... Semi-elliptic (Stampar)
 Weight 3680

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	36	6	90000-94999	\$ 300
1916-15	46	6	60000-66000	\$ 400
1916	38	6	85000-89923	3
	46	6	65600-69999	\$
1917	39	6	89924-101999	\$ 500
	51	6	70000-74999	\$ 850
	55	6	75000-79150	\$
1918	51	6	75001-79150	\$1,000

PAIGE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
	39	6	102001-112000	\$ 650
1919	55	6	82001-	\$1,000
1920	6-55	6	125001-	\$1,800
	6-42	6	200001-	\$1,200
1921	6-42	6	200000-	\$
	6-66	6	125000-	\$

Prices above are for Model 66.

Serial numbers: left side of motor. Motor numbers: same.

Year		Type	Price	H.P.
1914	25	Road. Tour.	\$975	22
	25E	5-Pass. Tour.	1,025	22
	36	Road., Tour.	1,275	26
		Coupe	1,850	26
		Sedan	1,950	26
		7-Pass. Lim.	2,250	26
1915	Brunswick	5-Pass. Tour.	850	22
	Kenliworth	3-Pass. Road.	850	22
	Glenwood	5-Pass. Tour.	1,075	26
	Westbrook	3-Pass. Road	1,075	26
	Montrose	Coupe	1,600	26
	Meadowbr'k(6)	Road.	1,395	29
	Fairfield (6)	Tour	1,395	29
1916	Fleetwood(6)	5-Pass. Tour.	1,050	23
	Hollywood(6)	Road., Tour.	1,095	22
	Dartmoor (6)	3-Pass. Road.	1,050	23
	Sedan	5-Pass. Sedan	1,650	23
	Fairfield (6)	7-Pass. Tour.	1,295	29
	Meadowbr'k(6)	Road.	1,295	29
		Cabriolet	1,600	29
		Coupe	1,700	29
		Sedan	1,900	29
		Town Car	2,250	29
1917	Glendale (6)	Cloverleaf Rd.	1,330	23
	Dartmoor (6)	Roadster	1,330	23
	Linwood (6)	5-Ps. Tour.	1,330	23
	Fairfield (6)	7-Ps. Tour.	1,450	29
	Stratford (6)	7-Ps. Tour.	1,595	29
	Brooklands(6)	4-Ps. Con. Rd.	1,795	29
	(6)	5-Ps. Sedan	1,925	23
	(6)	3-Ps. Coupe	2,100	29
	(6)	7-Ps. Sedan	2,400	29
	(6)	7-Ps. Lim., 7-Ps. T. Car	2,850	29

PAIGE—(Continued)

Year		Type	Price	H. P.
1918	Linwood (6)	5-Ps. Touring	\$1,395	23
	Dartmoor (6)	2, 3-Ps. Roadster	1,395	23
	Glendale (6)	3-Ps. Roadster	1,395	23
	(6)	3-Ps. Cabriolet	1,690	23
	Essex (6)	7-Ps. Touring	1,830	29
	Larchmont (6)	4, 5-Ps. Touring	1,950	29
	(6)	7-Ps. Sedan	2,850	29
	(6)	4-Ps. Coupe	2,850	29
	(6)	7-Ps. Limousine	3,230	29
	(6)	7-Ps. Touring	3,230	29
1919	Dartmoor-39	3-Ps. Road.	1,595	23
	Linwood-39	5-Ps. Tour.	1,595	23
		3-Ps. Cabriolet	1,885	23
	Essex-55	7-Ps. Tour.	1,750	29
	Larchm't-55	4-Ps. Sport.	2,255	29
		4-Ps. Coupe	2,950	29
		7-Ps. Sedan	2,950	29
		7-Ps. Lim., T. Car	3,330	29
1920	Glenbrook-42	2-Ps. Road.	1,925	29
		5-Ps. Tour.	1,925	23
		4-5-Ps. Coupe, Sedan	2,595	29
	Essex-55	7-Ps. Tour.	2,400	29
		4-Ps. Sport.	2,500	29
		5-Ps. Coupe	3,260	29
		7-Ps. Sedan	3,360	29
1921	Glenbrook-44	5-Ps. Tour.	1,635	23
	Lenox-44	2-Ps. Road.	1,770	23
	Ardmore-44	4-Ps. Sport	1,925	23
	6-44	5-Ps. Sedan	2,570	23
	6-44	5-Ps. Coupe	2,550	23
	Lakewood-66	7-Ps. Tour.	2,875	29
	L'mont 11-66	4-Ps. Sport	2,975	29
	6-66	7-Ps. Sedan	3,750	29

PAIGE

Detroit, Mich.

7 Glenwood	\$1,635	4 Ardmore	\$1,925
4 Lenox	\$1,635	4 Coupe	\$2,450
7 Sedan	\$2,570	7 Brougham	\$

Engine	Own
Cylinders	6
Bores & Stroke.....	3½ x 5¼"
Rated H. P.....	29.40
Brake H. P.....	51
Shape of Cylinder...	L-head
Cast	Block
Valve Lift	.305
Camshaft	Helical
Cooling System.....	Pump
Oiling System.....	Force feed-splash
Carburetor	Rayfield 1¼"
Fed By.....	Vacuum
Ignition	Atwater-Kent
Start & Light.....	Gray & Davis
Spark Plugs	⅞"
Battery	Willard 6 volt
Clutch	Three plate
Rear Axle Make....	Salisbury
Type	¾ floating
Gear Ration (H)...	4.33
Car Drives Thru....	Springs
Torque Taken By...	Torque tube
Wheelbase	119"
Tread	56"
Tires	32 x 4"
Rims	Kelsey
Rear Springs.....	Semi-elliptic
Weight	2910

Note—Cord Tires \$25.00 Extra

PAN-AMERICAN MOTORS CORP.

Decatur, Ill.

5-7 Touring	\$2,000-\$2,100	7 Sedan	\$3,000
2 Roadster	\$2,000 -	Coupe	\$

Engine	Herschell-Spillman
Cylinders	6
Bore & Stroke.....	3¼ x 5"
Rated H. P.....	25.35
Brake H. P.....	55
Shape of Cylinder...	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Gear
Cooling System	Pump
Oiling System	Force splash
Carburetor	Rayfield
Fed By	Vacuum
Ignition	Westinghouse
Start & Light.....	Westinghouse
Spark Plugs	¾" Champion
Battery	Willard 6 volt
Clutch	Borg & Beck
Type	Timken
Rear Axle Make.....	Semi-floating
Gear Ratio (H).....	4.90
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	121"
Tread	56"
Tires	33 x 4" Cord
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2600

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	G-5	6	1-499	\$ 350
1918	G-5, J-7	6	500-1000	\$ 600
1919	Am. Beauty	6	1001-3100	\$1,000
1920		6	3500	\$1,400
1921	F, F, G-55	6	4000	\$

Serial numbers on side rail of frame. Motor numbers on plate on motor.

PATERSON

W. A. Paterson Co., Flint, Mich.

Touring	\$1,895	Limousine	\$
Touring	\$1,925	Coupe	\$2,895
Roadster	\$	Brougham	\$
Sedan	\$2,895		

Engine	Continental
Cylinders	6
Bore & Stroke	3¼ x 4½"
Rated H. P.	25.35
Brake H. P.	42
Shape of Cylinder	L-head
Cast	Block
Valve Lift	9/16"
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Force feed-splash
Carburetor	Stromberg 1"
Fed By	Vacuum
Ignition	Delco
Start & Light	Delco
Spark Plugs	¾" long
Battery	Willard 6 volt
Clutch	Dry multi-disc
Type	Semi-floating
Rear Axle Make	Stamper
Gear Ratio (H)	4.50
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	120"
Tread	56"
Tires	3½ x 4" Goodyear
Rims	Jaxon
Rear Springs	Semi-elliptic
Weight	2940 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
914	32-33	4	9000-9700	\$
915	32	4	X200-X600	\$ 100
	48	6	10000-11000	\$ 125
916	42	6	300-1400	\$ 200
917-8	45T			\$ 400
	45R			\$
	45S	6	5000-7000	\$

PATERSON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	46T	6	8500-	\$ 800
	46R	6	8000-	\$ 800
1920	6-50	6		\$1,200
1921	6-50	6	13001-up	\$

Serial numbers: left side of seat. Motor numbers: left side motor.

Year		Type	Price	H.P.
1914	32	Road.	\$1,150	20
	33	Tour.	1,200	20
1915	4-32	Tour.	1,095	20
	6-48 (6)	Tour.	1,495	29
1916	4-32	5-Pass. Tour	985	20
	6-42 (6)	5-Pass. Tour.	985	25
		7-Pass. Tour.	1,060	25
1917	6-45 (6)	5-Pass. Tour.	1,165	25
		4-Pass. Road.	1,195	25
		7-Pass. Tour.	1,195	25
1918	6-45	Tour.	1,265	25
		Rd., 7-Ps. Tr.	1,295	25
		5-Ps. Sedan	1,795	25
1919	46	4-5-Pass. Road., Tour.	1,595	25
		7-Pass. Tour.	1,625	25
		5-Pass. Sedan	2,600	25
1920	47	4-5-Pass. Road., Tour.	1,795	25
		7-Pass. Tour.	1,825	25
		5-Pass. Sedan	2,700	25
	50	5-Pass. Tour.	2,100	25
		7-Pass. Tour.	2,130	25

PEERLESS

Peerless Motor Car Co., Cleveland, O.

- T Touring	\$2,990	4 Coupe	\$3,680
- 4 Roadster	\$2,990	Brougham	\$
5-7 Sedan	\$3,950	7 Sedan-Limo.	\$4,210
- Chassis	\$2,450		

Engine Own
 Cylinders 8
 Bore & Stroke.....3¼ x 5"
 Rated H. P.....33.80
 Brake H. P.....80
 Shape of Cylinder...L-head
 Cast Fours
 Valve Lift ¾"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Ball and ball 1¼"
 Fed By Vacuum
 Ignition Atwater-Kent
 Start & Light.....Auto-Lite
 Spark Plugs ¾" and Metric
 Battery Willard 6 volt
 Clutch Dry disc
 Rear Axle Make.....¾ floating
 Type Own
 Gear Ratio (H).....4.9
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 125"
 Tread 56"
 Tires 34 x 4½" Goodyear
 Rims Firestone
 Rear Springs Platform (Standard)
 Weight 3830 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	38	6	141001-142000	\$
	48	6	142001-143000	\$
	60	6	143001-143058	\$
1915	43	6	152001-152100	\$
	54	4	DD101-DD2500	\$ 200
	55	6	EE101-EE5000	\$ 225
1916	56	8	160000-169000	\$ 500
1917	56	8	17000-179000	\$

PEERLESS—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
	56	8	230000-240000	\$ 700
1918	56	8	240001-250000	\$1,000
1919	56	8	250001-252851	\$1,500
1920	56	8	260001-	\$2,200
1921	56	8	2700001-	\$

Serial numbers: on dash. Motor numbers: on timing gear case, also on right side crank case.

Year	Type	Price	H.P.
19113-4	38 Six (6) Road., Tour., Torp.	\$4,300	38
	Coupe	5,000	38
	Lim.	5,300	38
	Lan.	5,400	38
	Berline Lim.	5,500	38
	48 Six (6) Torp., Tour.	5,000	49
	Lim.	6,000	49
	Lan.	6,100	49
	Berline Lim.	6,200	49
	60 Six (60) Torp., Tour.	6,000	60
	Lim.	7,000	60
	Lan.	7,100	60
	Berline Lim.	7,200	60
1915	54 Road., Tour.	2,000	22
	Cabriolet-Road.	2,300	22
	Sedan, Lim.	3,100	22
	55 (6) Road., Tour.	2,250	29
	Cabriolet-Road.	2,550	29
	Sedan, Lim.	3,350	29
1915	48-6 (6) Tour.	5,000	49
	Lim.	6,000	49
1916	56FF (8) 3-Pass. Road.	1,890	34
	7-Pass. Tour.	1,890	34
	Lim.	3,060	34
1917	56 (8) 7-Ps. Tr., 4-Ps. Rd.	2,090	34
	2-Ps. Rd.	2,250	34
	Sedan	2,890	34
	Coupe	2,750	34
	Lim.	3,590	34
1918	56 (8) 7-Ps. Tr., 4-Ps. Rd.	2,550	34
	2-Ps. Road.	2,490	34
	Coupe	3,050	34
	Sedan	3,250	34
	Limousine	3,690	34

PEERLESS—(Continued)

Year		Type	Price	H.P.
1919	56	4-7-Ps. Road., Tour.	2,900	34
		4-Pass. Coupe	3,500	34
		7-Pass. Sedan	3,500	34
		7-Pass. Sed-Limo.	3,900	34
1920		4-Pass. Road.	3,200	34
		7-Pass. Tour.	3,230	34
		4-Pass. Coupe	3,290	34
		7-Pass. Sedan	4,140	34
		7-Pass. Sed-Limo.	4,400	34

PENNSY (SIX)

Pennsylvania Motor Car Co., Pittsburgh, Pa.

1920 Prices

Touring	\$	Limousine	\$
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine Continental
 Cylinders 6
 Bore & Stroke..... $3\frac{3}{4} \times 4\frac{1}{2}$ "
 Rated H. P.....25.35
 Brake H. P.....30
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift $5/16$ "
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Rayfield
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Heinze
 Spark Plugs $7/8$ "
 Battery
 Clutch Plate
 Type Floating
 Rear Axle Make....Columbia
 Gear Ratio (H)....4.58
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 120"
 Tread 56"
 Tires 33 x 4"
 Rims
 Rear Springs $3/4$ elliptic
 Weight

PENNSY (FOUR)

Pennsylvania Motor Car Co., Pittsburgh, Pa.

Touring	\$	Limousine	\$
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine Golden, Belnap & Swartz
 Cylinders 4
 Bore & Stroke.....3¾ x 4½"
 Rated H. P.....22.50
 Brake H. P.....37
 Shape of Cylinder...Valve in head
 Cast Block
 Valve Lift 9/32"
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force feed-splash
 Carburetor Carter
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Dyneto
 Spark Plugs ½"
 Battery
 Clutch Dry disc
 Type Semi-floating
 Rear Axle Make.....Weiss
 Gear Ratio (H).....4.00
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 115"
 Tread 56"
 Tires 32 x 4"
 Rims Goodyear
 Rear Springs Semi-elliptic
 Weight 2600

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	T	4		\$
	R	4	1-165	\$
1917	T	4		\$
	R	4	165-335	\$
1918	T	4		\$
	R	4	335-535	\$
1919	T	4		\$
	R	4	535-	\$

PHIANNA

M. H. Carpenter, Long Island City, N. Y.

7 Touring	\$9,500	7 Limousine	\$11,500
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke	3 29/36 x 6"
Rated H. P.	25.00
Brake H. P.	60
Shape of Cylinder	L-head
Cast	Block
Valve Lift	3/8"
Camshaft Drive	Chain
Cooling System	Pump
Oiling System	Force feed-splash
Carburetor	Owen 1 1/2"
Fed By	Vacuum
Ignition	Bosch
Start & Light	Ward-Leonard
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Dry disc
Type	Full floating
Rear Axle Make	Own
Gear Ratio (H)	4.00
Car Drives Thru	Springs
Torque Taken By	Torque arm
Wheelbase	125"
Tread	56"
Tires	32 x 4 1/2" U. S.
Rims	Firestone
Rear Springs	Cantilever (Spr. Perch)
Weight	3900 lbs.

No serials given by manufacturer.

Year	Type	Price	H.P.
1917 M (4)	Chassis	\$3,600	24
	5-Pass. Tour.	4,750	24
1918 M (4)	Chassis	3,600	24
	5-Pass. Tour.	4,750	24
1919 M (4)	5-Pass. Tour.	5,500	24
	Town C., Lim.	6,500	24
1920 R (4)	7-Pass. Tour.	9,500	24
	Limousine	11,500	24

PIEDMONT (FOUR)

Piedmont Motor Car Co., Lynchburg, Va.

5 Touring	\$1,395	Sedan	\$
Roadster	\$	Coupe	\$

Engine Lycoming Model K
 Cylinders 4
 Bore & Stroke.....3½ x 5"
 Rated H. P.....19.60
 Brake H. P.....35
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical
 Cooling System Thermo-syphon
 Oiling System Splash
 Carburetor Carter
 Fed By Vacuum
 Ignition Delco
 Start & Light.....Dyneto
 Spark Plugs ¾"
 Battery Willard 6 volt
 Clutch Dry plate
 Type Floating
 Rear Axle Make.....Peru
 Gear Ratio (H).....4.45
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 116"
 Tread 56"
 Tires 32 x 3½
 Rims Firestone
 Rear Springs Semi-elliptic
 Weight 2450

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	4-30, 6-40	4-6	1800-3000	\$ 650
1921		4-6	3500-5000	\$
1920	4-30	5-Pass.	Tour.	\$1,485
	6-40	5-Pass.	Tour.	1,945
1921	4-30	5-Pass.	Tour.	1,395
	6-40	5-Pass.	Tour.	1,865

Serial numbers: on front of dash. Motor numbers: on side of motor.

PIEDMONT (SIX)

Piedmont Motor Car Co., Lynchburg, Va.

Touring	\$1,865	Sedan	\$
Roadster	\$	Coupe	\$

Engine	Continental
Cylinders	6
Bore & Stroke.....	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	40
Shape of Cylinder...	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force and splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Remy
Start & Light.....	Remy
Spark Plugs	¾"
Battery	Willard 6 volt
Clutch	Dry plate
Type	¾ floating
Rear Axle Make.....	Spake
Gear Ratio (H).....	4.45
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	122"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2750

PIERCE-ARROW

Pierce-Arrow Motor Car Co., Buffalo, N. Y.

4-7-Pass. Tour.	\$6,500	Landaulet	\$8,250
Runabout	\$7,000	4-Ps. 4-Dr. Sedan	\$8,250
Vest. Sedan	\$8,500	7-Ps. Sedan	\$8,500
Coupe	\$8,000	7-Ps. Brougham	\$8,000
Limousine			\$8,250

Engine	Own
Cylinders	6
Bore & Stroke.....	4 x 5½
Rated H. P.....	38.40
Brake H. P.....	78
Shape of Cylinder...	T-head (opposite)
Cast	Pairs
Valve Lift.....	5/16"—11/32"
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Full force feed
Carburetor	Own 1½"
Fed By	Pressure
Ignition	Delco
Start & Light.....	Westinghouse
Spark Plugs (since 1914) ..	¾"
Battery	Willard 6 volt
Clutch	Disk
Rear Axle Make....	Own
Type	Semi-floating
Gear Ratio (H).....	4.29
Car Drives Thru....	Springs
Torque Taken By....	Torque Arm
Wheelbase	137¾"
Tread	56"
Tires	34 x 4½"
Rims	Firestone
Rear Springs	Semi-elliptic (Spr. Perch)
Weight	4650 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	38C2	6	34101-34603	\$
	48B2	6	11201-12100	\$
	66A2	6	66900-66964	\$
1915	38C3	6	35231-36350	\$ 800
	48B3	6	12896-13650	\$ 900
	66A3	6	67050-67150	\$ 550

PIERCE-ARROW—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	38C4	6	36601-37300	\$1,200
	48B4	6	13901-14900	\$1,400
	66A4	6	67201-67405	\$ 800
			37301-37605	\$
1917	38C4	6	37701-38701	\$1,800
	48B4	6	15001-16400	\$2,000
	66A4	6	67499-67800	\$1,800
1918	48B5	6	16401-16900	\$3,000
	66A	6		\$2,000
1919	48B5	6	16901-17400	\$4,500
	48	6	511001-511375	\$
	48	6	512001-512375	\$
	48	6	513001-513300	\$
	48	6	311001-311375	\$
	38	6	311001-311375	\$
1920	48	6	514001-	\$6,500
1921	New Model	6	321001-	\$6,000

Serial numbers: left side body below front door. Motor numbers: inlet side each cylinder.



PIERCE-ARROW—(Continued)				
Year		Type	Price	H.P.
1915		Coupe Run.	\$6,175	60
		Vest. Brough.	6,950	60
		Sub., Lan.	7,000	60
		Vest., Sub., Lan.	7,200	60
1916	C-4 (6)	Run., Tour.	4,300	38
		Coupe	5,000	38
		Sed., Br., Lan.	5,200	38
		Vest. Br., Vest. Lan.	5,350	38
	B-4 (6)	Run., 4, 5-Pass. Tour.	4,900	49
		7-Pass. Tour.	5,000	49
		Coupe	5,700	49
		Brough.	5,800	49
		Vest.-Brough.	5,950	49
		Sub., Ln., Sub. Ln.	6,000	49
		Vest.-Sub., Vest.-Ln.	6,200	49
	A-4 (6)	Run., 4, 5-Pass. Tr.	5,900	60
		7-Pass. Tour.	6,000	60
		Coupe	6,700	60
		Brough.	6,800	60
		Vest.-Brough.	6,950	60
		Sub.-Lan.	7,000	60
		Vest.-Sub., Vest.-Lan.	7,200	60
1917	C-4 (6)	2, 3-Pas. Rn., 4-Ps. Rd., 4, 5-Ps. Tr.	4,800	38
		2, 3-Ps. Cpe., 2, 3-Ps., Conv. Rd.	5,700	38
		Fr. Br., Fr. Br.-Ln.	5,900	38
		Tn., Br., Tn. Br.-Ln.	5,900	38
		Br. Dome or flat. Ln. Dome, Sdn.-Br., Br.- Lan.	5,900	38
		Vest. Br., Vest. Ln., Vest. Br.-Ln.	6,100	38
	B-4 (6)	2, 3-Ps. Rn., 4-Ps. Rd., 4, 5-Ps. Tr.	5,400	49
		7-Pass. Tour.	5,500	49
	1917	2, 3-Ps. Cpe., 2, 3-Ps. Conv. Rn.	6,400	49
		Br. Dome or flat, Ln. Dome, Fr.-Br.	6,600	40
	A-4 (6)	Fr. Br.-Ln., Br.-Ln.	6,600	49
		Vest. Br., Sub. Ln.	6,800	49
		Sub. Lan.	6,800	49
		Vest. Sub., Vest. Ln.	7,000	49
		Vest. Sub. Lan.	7,000	49
		2, 3-Ps. Rn., 4-Ps. Rd.		

PIERCE-ARROW—(Continued)

Year		Type	Price	H.P.
1917		4, 5-Ps. Tr.	6,400	60
		7-Pass. Tour.	6,500	60
		2, 3-Ps. Cpe. 2, 3-Ps.		
		Conv. Rn.	7,400	60
		Br. Dome or flat, Fr.		
		Br., Fr. Br.-Ln.	7,600	60
		Ln., Br. Ln.	7,600	60
		Vest. Br., Sub., Ln.	7,800	60
		Sub.-Lan.	7,800	60
		Vest. Sub., Vest. Lan.	8,000	60
		Vest. Sub. Lan.	8,000	60
1918	4 (6)	3-Ps. Run., 4-Ps. Rd.	4,800	38
		4, 5-Ps. Tour	4,800	38
		Cpe., 2, 3-Ps. Cv Rd.	5,700	38
		Brough, French Br.	5,900	38
		French Br. Lan.	5,900	38
		Tn., Br., Tn. Br. Lan.	5,900	38
		Lan., Br. Lan., Sdn.	5,900	38
		Vestibule Br.	6,100	38
		3-Ps. Run., 4-Ps. Rd.	5,400	49
		4, 5-Ps. Tour.	5,400	49
	4 (6)	7-Ps. Tour.	5,500	49
		2-Ps. Conv. Cpe.	6,400	49
		Brough.	6,600	49
		Suburban Lan.	6,800	49
		Suburban Landu	6,800	49
		Vestibule Br.	6,800	49
		Vestibule-Subur.	7,000	49
		Vestibule Lan.	7,000	49
		2, 3-Ps. Rn., 4-Ps. Rd.	6,400	60
		4, 5-Ps. Tour	6,400	60
	4 (6)	7-Ps. Tour.	6,500	60
		Cv. Rd., 2, 3-Ps. Cpe.	7,400	60
		Br., Br. Ln., Fr. Br.	7,600	60
		French Br. Lan	7,600	60
		Sub., Lan., Sub-Lan.	7,800	60
		Vestibule Br.	7,800	60
		Vest. Sub., Vest. Lan.	8,000	60
		Vest. Sub. Lan.	8,000	60

PIERCE-ARROW—(Continued)

Year		Type	Price	H.P.
1919	6-38	2-3-Pass. Run.	7,250	38
		4-Pass. Tour., Road.	7,250	38
		5-7-Pass. Tour.	7,250	38
		2-3-Pass. Coupe.	8,250	38
		2-3-Ps. Conv Road.	8,250	38
		Brougham	8,250	38
		Fr. Br., Town Br.	8,550	38
		Brougham Land.	8,550	38
		French Br. Land.	8,550	38
		4-Pass. Sedan	8,550	38
		Town Landaulet	8,550	38
		Land. dome roof	8,550	38
		Vestibule Br.	8,750	38
		Vest. Br. Land.	8,750	38
		Vest. Land. dome roof	8,750	38
		7-Pass. Sedan	8,750	38
	6-48	2-3-Pass. Run.	7,650	48
		3-Ps. Road., 4-5-Tour.	7,650	48
		7-Pass. Tour	7,750	48
		2-3-Pass. Coupe	8,750	48
		2-3-Ps. Conv Road.	8,750	48
		Brougham, dome or flat	9,050	48
		French Brougham	9,050	48
		Brougham Land.	9,050	48
		French Br. Land.	9,050	48
		Land. dome roof	9,050	48
		Vest. Brougham	9,250	48
		Vest. Br. Land.	9,250	48
		Vest. Land. dome roof	9,250	48
		7-Pass. Suburban	9,250	48
		7-Pass. Sub. Land.	9,250	48
		7-Pass. Land., dome	9,250	48
		Vestibule Sub.	9,450	48
		Vest. Sub. Land.	9,450	48
		Vestibule Land.	9,450	48
1920	6-38	4-7-Pass. Tour.	7,250	38
		3-4-Ps. Run. Road.	7,250	38
		3-Pass. Coupe.	8,250	38
		4-Pass. Sed., Brough.	8,550	38
		4-Pass. French Br.	8,550	38
		7-Pass. Town Brough.	8,550	38
		7-Pass. Br. Land.	8,550	38

PIERCE-ARROW—(Continued)

Year	Type	Price	H.P.
1920 6-48	4-5-Pass. Tour.	7,650	48
	3-4-Pass. Run. Road.	7,650	48
	6-7-Pass. Tour.	7,750	48
	3-Pass. Coupe.	8,750	48
	7-Pass. Fr. Brough.	9,050	48
	5-Pass. Brougham	9,050	48
	7-Pass. Fr. Suburban	9,250	48
	7-Pass. Suburban	9,250	48
	7-Pass. Sub. Land.	9,250	48
1921 New Model.	7-Pass. Vest. Sub.	9,450	48
	4-7-Pass. Tour.	7,500	
	Runabout	8,000	
	Landaulet	9,000	
	4-Pass. 4-Door Sedan	9,000	
	7-Pass. Sedan	9,000	
	7-Pass. Brougham	8,500	
	Limousine	8,750	

PILGRIM

Pilgrim Motor Car Co., Detroit, Mich.

Roadster \$
Touring \$895

Sedan \$
Coupe \$

Engine	Golden, Bellnap & Swartz
Cylinders	4
Bore & Stroke.....	3¼ x 4¼"
Rated H. P.....	22.50
Brake H. P.....	37
Shape of Cylinder...	L-head
Cast	Block
Valve Lift.....	½"
Camshaft Drive.....	Chain
Cooling System.....	Thermo-Syphon
Oiling System.....	Force Feed & Splash
Carburetor	Zenith
Fed By.....	Vacuum
Ignition	Eisemann
Start & Light.....	Westinghouse
Battery	
Clutch	Disc
Rear Axle Make....	Hess
Type	¾ Floating
Gear Ratio.....	4.08
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	114"
Tread	56"
Tires	32 x 3½"
Rims	Perlman
Rear Springs.....	Semi-elliptic
Weight	2350

PILOT

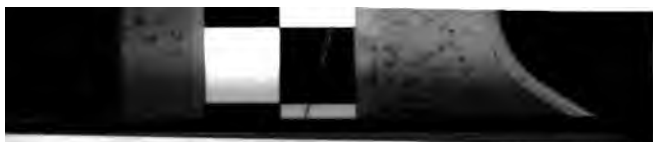
Pilot Motor Car Co., Richmond, Ind.

Model 6-50

5-7 Touring	\$2,285-2,335	Limousine	\$
2 Roadster	\$2,285	4 Coupe	\$3,350
5 Sedan	\$3,400	Brougham	\$

Engine Herschell-Spillman
 Cylinders 6
 Bore & Stroke.....3¼ x 5"
 Rated H. P.....25.33
 Brake H. P.....57
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift.....5/16"
 Camshaft Drive.....Helical
 Cooling System.....Pump
 Oiling System.....Force & Splash
 Carburetor Tillotson H-4A
 Fed By.....Vacuum
 Ignition Connecticut
 Start & Light.....Bijur
 Battery Prest-O-Lite 6 volt
 Clutch Dry multi-disc
 Rear Axle Make....Columbia
 Type ¾ floating
 Gear Ratio (H)....4.75
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 126"
 Tread 56"
 Tires 32 x 4½"
 Rims Standard
 Rear Springs.....Semi-Dukan
 Weight 3050

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	60	6		
	40	4	1551-1614	
1915	55	6		
	60	6		
	75	6	1615-1778	
1916	75	6		
	45	6	1779-2100	
1917	45	6	2101-2700	
1918	45	6	2701-3300	



PILOT—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	45	6	3301-3900	
1920	45	6	3901-6000	\$1,895
1921	50	6	6000	2,285

Serial numbers: left gooseneck. Motor numbers: left side crank case.

PILOT

Pilot Motor Car Co., Richmond, Ind.

Model 6-45

5 Touring	\$1,895	Limousine	\$
4 Roadster	\$1,945	4 Coupe	\$2,850
5 Sedan	\$2,900	Brougham	\$

Engine	Teetor
Cylinders	6
Bore & Stroke	3½ x 5"
Rated H. P.	23.4
Brake H. P.	43.50
Shape of Cylinder	L-head
Cast	Block
Valve Lift	31
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Force feed splash
Carburetor	Tilloston ½"
Fed By	Vacuum
Ignition	Delco
Start & Light	Delco
Spark Plugs	7/8"
Battery	Presto-Lite 6 volt
Clutch	Dry multi-disc
Rear Axle Make	Spacke
Type	Full floating
Gear Ratio (H)	4.91
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	120"
Tread	56"
Tires	32 x 4"
Rims	Parker
Rear Springs	Coilover (National)
Weight	2890 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	60	6	1551-1614	\$
	40	4		\$
1915	55	6	1615-1778	\$ 100
	60	6		\$
	75	6		\$ 125
1916	75	6	1779-2100	\$
	45	6		\$ 150
1917	45	6	2101-2700	\$ 225

PILOT—(Continued)

Year	Model	Cyl.	Serial Numbers	To-day
1918	45	6	2701-3300	\$ 450
1919	45	6	3301-3900	\$ 600
1920	45	6	3901-	\$1,200
1921	50	6	6000-	\$

Serial numbers: left gooseneck. Motor numbers: left side crank case.

Year	Model	Type	Price	H.P.
1914	40	5-Pass. Tour.	\$2,000	32
	50	7-Pass. Tour.	2,250	32
	60 (6)	Tour.	2,500	38
1915	55 (6)	Road., Tour.	1,885	29
	50	Road., Tour.	2,500	32
		7-Pass. Tour.	2,585	32
	60 (6)	Road., Tour.	2,785	38
	75 (6)	Road., Tour.	2,885	49
1916	45 (6)	Road., Tour.	1,100	22
	55 (6)	5, 7-Pass. Tour.	1,685	36
	(6)	5, 7-Pass Tour.	1,785	29
	75 (6)	Road., Tour.	2,400	49
1917	6-45 (6)	4-Ps. Rd., R-Ps. Tr.	1,295	23
1918	6-45 (6)	4-Ps. Road. (2 door)	1,395	23
		5-Ps. Tour.	1,395	23
		4-Ps. Rd., (4-door)	1,445	23
		Demountable Sdn.	1,520	23
		Demountable Cpe.	1,520	23
		Sedan	2,045	23
1919	6-45	5-Pass. Tour.	1,650	23
		4-Pass. Road.	1,700	23
		4-Pass. Coupe	2,450	23
		5-Pass. Sedan	2,500	23
1920	6-45	5-Pass. Tour.	1,895	23
		4-Pass. Road.	1,945	23
		4-Pass. Coupe	2,850	23
		5-Pass. Sedan	2,900	23

PORTER

American & British Mfg. Corp., Bridgeport, Conn.

7 Touring	\$9,200	Limousine	\$
Roadster	\$	Coupe	\$
Sedan	\$	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke	4.6 x 6¾"
Rated H. P.	33
Brake H. P.	125
Shape of Cylinders	Valve in head
Cast	Block
Valve Lift	13.32
Camshaft Drive	Helical gear
Cooling System	Pump
Oilin ^g System	Force feed splash
Carburetor	Zenith 2½"
Fed By	Pump
Ignition	Berling
Start & Light	Westinghouse
Spark Plugs	18 MM
Battery	Prest-O-Lite
Clutch	Dry disc
Rear Axle Make	Own
Type	Full floating
Gear Ratio (H)	3.00
Car Drives Thru	Springs
Torque Taken By	Torque tube
Wheelbase	142"
Tread	56"
Tires	35 x 5"
Rims	Firestone
Rear Springs	Semi-elliptical
Weight	5250 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	46	4	(Not Obtainable)	\$5,000

Serial numbers: on right side rear motor foot brake.
Motor numbers: left motor foot.

Year	Type	Price	H.P.
1920 46	7-Pass. Tour.	\$9,200	38

(All other models custom built.)

PREMIER

Premier Motor Corp., Indianapolis, Ind

7 Touring	\$4,600	Limousine	\$
2-4 Roadster	\$4,600	Coupe	\$
4-7 Sedan	\$6,000-\$6,100	Brougham	\$

Engine	Own
Cylinders	6
Bore & Stroke	3 $\frac{3}{8}$ x 5 $\frac{1}{2}$ "
Rated H. P.	27.34
Brake H. P.	65
Shape of Cyl.	Valve in head
Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Force feed
Carburetor	Johnson 1 $\frac{1}{4}$ "
Fed By	Vacuum
Ignition	Delco
Start & Light	Delco
Spark Plugs	 $\frac{7}{8}$ "
Battery	Williard 6 volt
Clutch	Dry disc
Rear Axle Make	Stampart
Type	Semi-floating
Gear Ratio (H)	4 5/9
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	126 $\frac{3}{4}$ "
Tread	56"
Tires	32 x 4 $\frac{1}{2}$ Cord
Rims	Firestone
Rear Springs	Semi-elliptic (Stampar)
Weight	4175 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1913-4	48	6	10000-10499	\$
	49	6	10500-12000	\$
	A	6	12000-13000	\$
1915	50	6	65150-651500	\$ 100
1916	56	6	656160-566166	\$ 250
1917	B	6	001-2912	\$ 625
1918-9	C	6	3351-	\$1,100
1920	6-D	6	5000-9999	\$3,000
1921	6-D	6	10000-	\$

PREMIER—(Continued)

Serial numbers: 1912 to 16 on chassis, middle left side.
 Later models under left front seat cushion. Motor
 numbers: left side.

Year		Type	Price	H.P.
1914	6-40 (6)	Rd., 5-Pass. Tr.	\$2,735	38
		7-Pass. Tour.	2,850	38
		Lim.	4,250	38
		De Luxe	5,000	38
	6-48 (6)	5, 7-Pass. Tour.	2,785	38
	6-60 (6)	Road., Tour.	4,000	49
		Lim.	5,500	49
		De Luxe	6,000	49
	Weidely (6)	Rd., 5-Pass. Tour.	2,700	32
		7-Pass. Tour.	2,750	32
	6-49 (6)	5-Pass. Tour.	2,385	38
		7-Pass. Tour.	2,435	38
1915	6-50 (6)	Road., Tour.	1,985	38
1916	6-51 (..)	Rd., Spd., Tr.	2,300	38
1917	6-B (6)	Tr., Foursome	2,285	27
		Sedan	3,285	27
		Lim., Twn. Car	3,150	27
1918	6-C (6)	7-Ps. Tr., Foursome	2,285	27
		Sedan	3,285	27
1919	6-C	4, 7-Pass., Road., Tr.	2,585	27
		7-Pass. Sedan	3,585	27
1920	6-D	4, 7-Ps. Sport, Tou.	4,600	27
		2-Pass. Speedster	4,600	27
		4-Pass. Sedan	6,000	27
		7-Pass. Sedan	6,100	27
1921	6-D	(Above prices last issued. Prices on application.)		

R & V KNIGHT

(Six)

Root & Vendervoort Eng. Co., Moline, Ill.

7 Touring	\$3,350	Limousine	\$
2-4 Roadster	\$3,350	4 Coupe	\$4,000
7 Sedan	\$4,200	Brougham	\$

Engine	Own
Cylinders	6
Bore & Stroke.....	3½ x 4½"
Rated H. P.....	29.40
Brake H. P.....	60
Shape of Cyl.....	Sleeve valve
Cast	Block
Camshaft Drive.....	Chain
Cooling System.....	Thermo-syphon
Oiling System.....	Force feed splash
Carburetor	Stromberg
Fed By.....	Vacuum
Ignition	Wagner
Start & Light.....	Wagner
Spark Plugs.....	¾"
Battery	Willard 6 volt
Clutch	Borg & Beck
Rear Axle Make.....	Timken
Type	Semi-floating
Gear Ratio (H).....	4.90
Car Drives Thru....	Springs
Torque Taken By....	Springs
Wheelbase	127"
Tread	56"
Tires	32 x 4½" cord
Rims	Firestone
Rear Springs.....	Semi-elliptic (Sterling)
Weight	3750 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	MK-50	4	4001-4999	\$
1915	MK-40	4	6001-6250	\$ 475
1916	MK--40	4	6250-7012	\$ 550
1917	G-50	4	8000-8330	\$ 700
	C-40	4	9000-1099	\$1,000
1918	G-50	4	8331-8450	\$1,000
	L-40	4	11000-11220	\$1,200

R & V KNIGHT—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	G-50	4	8451-8999	\$1,300
	L-40	4	11221-11600	\$1,550
1920	J	6	20000	
1921	J	6	20000	
1921	R	4	50000	

Serial numbers: name plate on dash and right side of engine. Motor numbers: identical with serial.

Year		Type	Price	H.P.
1915	50	2, 7-Ps. Rd., Tr.	\$2,500	26
		5-Pass. Sedan	3,250	26
		7-Pass. Limo.	3,800	26
	40	2, 5-Pass. Rd., Tr.	1,375	23
1916	40	2, 7-Pass. Rd., Tr.	1,450	23
	50	2, 7-Pass. Rd., Tr.	2,500	26
1917	G-50	2, 4, 7-Ps. Road., Tr.	1,840	26
		7-Pass. Sedan	2,440	26
		3-Pass. Coupe	2,490	26
	C-40	4, 5-Ps., Rd. Tr.	1,495	23
1918	L	4, 5-Ps. Rd., Tr.	2,000	23
	G	4, 5-Ps. Rd., Tr.	2,250	26
	G Spec.	7-Pass. Tour.	2,500	26
	L	5-Pass. Sedan	2,500	23
1919	L	4, 5-Ps. Rd. Tour.	2,000	23
	G	4, 7-Pass. Rd., Tr.	2,250	26
	G Spec.	7-Pass. Tour.	2,500	26
	L	5-Pass. Sedan	2,500	23
	L De L.	4, 5-Ps. Rd., Tr.	2,375	23
1920	J-6	2, 7-Ps. Rd., Tr.	3,350	29
		4-Pass. Speedster	3,350	29
		7-Pass. Sedan	4,200	29
		4-Pass. Coupe	4,000	29
	R-4	5-Pass. Tour.	2,150	22
		5-Pass. Sedan	2,950	22

REO

Reo Motor Car Co., Lansing, Mich.

5 Touring	\$1,650	Limousine	\$
3 Roadster	\$1,650	4 Coupe	\$2,700
5 Sedan	\$2,750	Brougham	\$

Engine Own
 Cylinders 6
 Bore & Stroke.....3 3/16 x 5" .
 Rated H. P.....24.30
 Brake H. P.....50
 Shape of Cyl.....S. & H. (side and head)
 Cast Block
 Valve Lift.....25
 Camshaft Drive.....Helical gear
 Cooling System.....Pump
 Oiling System.....Force feed splash
 Carburetor Rayfield 2 1/4"
 Fed By.....Vacuum
 Ignition North East
 Start & Light.....North East
 Spark Plugs.....7/8"
 Battery Willard 6 volt
 Clutch Dry multi-disc
 Rear Axle Make.....Own
 Type Semi-floating
 Gear Ratio (H)....4.60
 Car Drives Thru....Springs
 Torque Taken By....Springs
 Wheelbase 120"
 Tread 56"
 Tires 33 x 4 cord
 Rims Firestone
 Rear Springs.....Semi-elliptic (Penna.)
 Weight 3000 lbs.

(Above prices effective Aug. 1, 1921.)

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	R5S5S	4	52000-64001	\$
1915	R5S5L	4	64001-76000	° 200
	M	6	76101-21000	\$ 225
1916	R5S5	4	76001-96000	\$ 325
1917	R4	4	96001-100000	\$
	S	4	R1-R14050	\$ 425
	M	6	10201-up	\$

REO—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	T	4		\$
	U	4		\$ 525
	M	6	T1 and up same model	
1919	T	6	as 1917 continued through	\$ 800
	U	4		\$ 950
1920	T	6	12000-	

Serial numbers: 1914-15-16 heel board on left side; models since metal plate attached to toe board.

Motor numbers: left side crank case above front motor leg.

Year		Type	Price	H.P.
1915	ST-5	Road.	\$1,000	27
	R-5	Tour.	1,050	27
	ST-C	Coupe	1,575	27
	M (6)	Tour.	1,385	30
1916	R-S	5-Ps. Tr., 3-Ps. Rd.	875	27
	M-N (6)	7-Ps. Tr., 4-Ps. Rd.	1,250	30
1917	R (4)	5-Pass. Tour.	985	27
	S (4)	3-Pass. Road.	985	27
	M (6)	7-Pass. Tour.	1,385	30
	N (6)	4-Pass. Road	1,385	30
	Six (6)	7-Pass. Sedan	1,950	30
	S (4)	All-Seasons Rd.	1,160	27
	R (4)	All-Seasons Tr.	1,185	27
	N (6)	All-Seasons Rd.	1,585	30
1918	S (4)	3-Pass. Road.	1,085	27.
		All-Seasons Rd.	1,260	27
	T (4)	5-Pass. Tour.	1,225	27
	U (4)	3-Pass. Road.	1,225	27
	M (6)	7-Pass. Tour.	1,550	30
		All-Seasons Tr.	1,750	30
	N (6)	4-Pass. Road.	1,550	30
		All-Seans Rd.	1,750	30
1919	TU	3-5-Pass. Rd., Tr.	1,395	27
		4-5-Pass. Coupe, Sedan	2,175	27
1920	TU-6	3-5-Pass. Rd., Tr.	1,750	24
	U-6C	4-Pass. Coupe	2,650	24
	T-6S	5-Pass. Sedan	2,750	24
1921		5-Pass. Tour., 8-Rd.	1,850	24
		5-Pass. Sedan	2,750	24
		4-Pass. Coupe	2,700	24

REVERE

Revere Motor Car Corp., Logansport, Ind.

5 Touring	\$4,650	Limousine	\$
2 Roadster	\$4,650	Coupe	\$
Sedan	\$6,500	4 Speedster	\$4,850

Engine Duesenberg
 Cylinders 4
 Bore & Stroke.....4¼ x 6"
 Rated H. P.....30.63
 Brake H. P.....105
 Shape of Cyl.....Valve in head
 Cast Block
 Valve Lift.....¾"
 Camshaft Drive.....Chain
 Cooling System.....Pump
 Oiling System.....Force feed splash
 Carburetor Stromberg 1¾"
 Fed By.....Vacuum
 Ignition Bosch
 Start & Light.....Westinghouse
 Battery Willard 6 volt
 Clutch Dry disc plate
 Rear Axle Make.....American
 Type Full floating
 Gear Ratio (H).....3.50
 Car Drives Thru.....Springs
 Torque Taken By....Torque arm
 Wheelbase 131"
 Tread 56"
 Tires 32 x 4½
 Rims Jaxon
 Rear Springs.....Semi-elliptic (Garden City)
 Weight 3650 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	C-D	4	1500-	\$2,200
1921	C-D	4	(continued)	\$

Serial numbers are under driver's seat. Motor numbers are on crank case over water pump.

Year	Type	Price	H. P.
1920	C-D	4-5-Pass. Tour.	\$4,650 28
		2-Pass. Road.	4,650 28
		4-Pass. Speedster	4,850 28
1921		2-4-Pass. Rd., Tr.	4,650 28
		4-Pass. Speedster	4,850 28
		Sedan	6,500 28

RI-CHARD

Touring	\$8,000	Sedan	\$
Roadster	\$	Coupe	\$

Engine Own
 Cylinders 8
 Bore & Stroke.....3¼ x 6¼"
 Rated H. P.....
 Brake H. P.....120
 Shape of Cylinders..Valves in head
 Cast Fours
 Valve Lift.....5/M
 Camshaft Drive.....Helical
 Cooling System Pump
 Oiling System.....Force and splash
 Carburetor Own
 Fed By Vacuum
 Ignition Bosch
 Start & Light.....Westinghouse
 Spark Plugs.....
 Battery
 Clutch Dry disc
 Rear Axle Make.....Own
 Type Full floating
 Gear Ratio (H)....2.00
 Car Drives Thru...Torque Tube
 Torque Taken By...Torque Tube
 Wheelbase 137"
 Tread 56"
 Tires 34 x 6"
 Rims Firestone
 Rear Springs.....Semi-elliptic
 Weight 4500

ROAMER

Barley Motor Car Corp., Kalamazoo, Mich.

Models 6-54 E-4-75 E

4-Ps. Touring	\$2,985-\$3,985	Cabriolet	\$3,850
2 Speedster	\$3,450-\$4,250	Coupe	\$3,950
2-4 Roadster	\$2,985-\$4,150	5-7 Sedan	\$4,100-\$4,500
4 Tourister	\$3,250-\$3,985	5 Limousine	\$4,000
5 Landaulet	\$4,000	5 Tour. Car	\$5,000

Engine Continental & Duesenberg
 Cylinders 6,
 Bore & Stroke.....3½ x 5¼"
 Rated H. P.....29.00
 Brake H. P.....54
 Shape of Cylinders..L-head
 Cast Block
 Valve Lift.....0.30"—¾"
 Camshaft Drive.....Helical gear
 Oiling System Pump
 Oiling System.....Force feed splash
 Carburetor Stromberg 1¼"
 Fed By Vacuum
 Ignition Bosch
 Start & Light.....Bijur
 Spark Plugs.....¾"
 Battery Columbia 6 volt
 Clutch Dry multi-disc
 Rear Axle Make....Stamper and Timkin
 Type ¾-floating
 Gear Ratio (H)....3.88
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 128¾" and 130"
 Tread 56"
 Tires 32 x 4½"
 Rims Hayes Wire Wheels
 Rear Springs.....Cantilever (Stamper)
 Weight 3450 lbs.
 (Hayes wire wheels standard equipment)

Year	Model	Cyl.	Serial Numbers	Value To-day
1916		6	10500-13500	\$ 500
1917	RA	6	13501-15750	\$ 700
	RAH	6	13501-15750	\$

Year	Model	Price	Est.
1916	PAH (6)	3,400	17
1916	PAH (6)	3,400	17
1917	PAH (6)	3,400	17
1918	PAH (6)	3,400	17
1919	PAH (6)	3,400	17
1920	PAH (6)	3,400	17
1921	PAH (6)	3,400	17
1922	PAH (6)	3,400	17
1923	PAH (6)	3,400	17
1924	PAH (6)	3,400	17
1925	PAH (6)	3,400	17
1926	PAH (6)	3,400	17
1927	PAH (6)	3,400	17
1928	PAH (6)	3,400	17
1929	PAH (6)	3,400	17
1930	PAH (6)	3,400	17
1931	PAH (6)	3,400	17
1932	PAH (6)	3,400	17
1933	PAH (6)	3,400	17
1934	PAH (6)	3,400	17
1935	PAH (6)	3,400	17
1936	PAH (6)	3,400	17
1937	PAH (6)	3,400	17
1938	PAH (6)	3,400	17
1939	PAH (6)	3,400	17
1940	PAH (6)	3,400	17
1941	PAH (6)	3,400	17
1942	PAH (6)	3,400	17
1943	PAH (6)	3,400	17
1944	PAH (6)	3,400	17
1945	PAH (6)	3,400	17
1946	PAH (6)	3,400	17
1947	PAH (6)	3,400	17
1948	PAH (6)	3,400	17
1949	PAH (6)	3,400	17
1950	PAH (6)	3,400	17
1951	PAH (6)	3,400	17
1952	PAH (6)	3,400	17
1953	PAH (6)	3,400	17
1954	PAH (6)	3,400	17
1955	PAH (6)	3,400	17
1956	PAH (6)	3,400	17
1957	PAH (6)	3,400	17
1958	PAH (6)	3,400	17
1959	PAH (6)	3,400	17
1960	PAH (6)	3,400	17
1961	PAH (6)	3,400	17
1962	PAH (6)	3,400	17
1963	PAH (6)	3,400	17
1964	PAH (6)	3,400	17
1965	PAH (6)	3,400	17
1966	PAH (6)	3,400	17
1967	PAH (6)	3,400	17
1968	PAH (6)	3,400	17
1969	PAH (6)	3,400	17
1970	PAH (6)	3,400	17
1971	PAH (6)	3,400	17
1972	PAH (6)	3,400	17
1973	PAH (6)	3,400	17
1974	PAH (6)	3,400	17
1975	PAH (6)	3,400	17
1976	PAH (6)	3,400	17
1977	PAH (6)	3,400	17
1978	PAH (6)	3,400	17
1979	PAH (6)	3,400	17
1980	PAH (6)	3,400	17
1981	PAH (6)	3,400	17
1982	PAH (6)	3,400	17
1983	PAH (6)	3,400	17
1984	PAH (6)	3,400	17
1985	PAH (6)	3,400	17
1986	PAH (6)	3,400	17
1987	PAH (6)	3,400	17
1988	PAH (6)	3,400	17
1989	PAH (6)	3,400	17
1990	PAH (6)	3,400	17
1991	PAH (6)	3,400	17
1992	PAH (6)	3,400	17
1993	PAH (6)	3,400	17
1994	PAH (6)	3,400	17
1995	PAH (6)	3,400	17
1996	PAH (6)	3,400	17
1997	PAH (6)	3,400	17
1998	PAH (6)	3,400	17
1999	PAH (6)	3,400	17
2000	PAH (6)	3,400	17
2001	PAH (6)	3,400	17
2002	PAH (6)	3,400	17

ROCK FALLS

Rock Falls Mfg. Co., Sterling, Ill.

Touring	}	All	Limousine	{	All
Roadster		Custom	Coupe		Custom
Sedan		Made	Brougham		Made

Engine Own
 Cylinders 6
 Bore & Stroke..... $3\frac{1}{2} \times 5\frac{1}{4}$ "
 Rated H. P..... 29.40
 Brake H. P..... 52
 Shape of Cylinders.. Overhead
 Cast Block
 Valve Lift.....
 Camshaft Drive..... Helical gear
 Cooling System Pump
 Oiling System..... Force feed splash
 Carburetor Rayfield $1\frac{1}{4}$ "
 Fed By Vacuum
 Ignition Bosch
 Start & Light..... Westinghouse
 Battery Willard 6 volt
 Clutch Dry plate
 Rear Axle Make..... Columbia
 Type Full floating
 Gear Ration (H).... 4.87
 Car Drives Thru.... Springs
 Torque Taken By... Torque arm
 Wheelbase 136"
 Tread 56"
 Tires 35×5 "
 Rims Firestone
 Rear Springs..... $\frac{3}{4}$ elliptic (Tuthill)
 Weight 4000 lbs.

Year	Model	Cyl.	Serial Numbers	Value
				To-day
1918	7	6	7001-7099	\$
1919	9	6	9001-10000	\$2,000
	10	6	10001-100050	\$
1920	12	6	12001-12150	\$
1921	14	6	14001-14150	\$

Serial numbers: lower left side crank case. Motor numbers: left side crank case.

Year	Type	Price	H.P.
1919	8-Pass. Limo.	\$4,500	60
1920	8-Pass. Limo.	4,700	60
	8-Pass. Sedan	4,800	60

ROAMER—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	D4-75	4	15751-16970	\$1,400
	C6-54	6	15751-16970	\$1,000
1919	C5-544	6	16971	\$1,500
	D4-75	4		\$1,800

Serial numbers: right side floor board, under dash.
Motor number left side motor.

Year		Type	Price	H.P.
1916	(6)	4-Pass. Tour.	\$1,800	23
1917	RA (6)	Tour.	1,890	23
		Road.	2,150	23
		Sedan	2,250	23
		Sedan, Town Car.	3,150	23
	RAH (6)	Tour.	3,150	38
1918	D-475	4-Ps. Sport Tr.	2,950	26
	D-6-90	6-Pass. Tour.	3,350	34
		7-Pass. Tour.	3,450	34
	C-6-54	4-Pass. Tour.	2,375	29
		2, 4-Pass. Road.	2,475	29
		7-Pass. Tour.	2,550	29
		4, 5-Pass. Sedan	3,250	29
		6-Pass. Town Car	3,250	29
1919	C-6-54	4-Pass. Tour.	3,285	29
		7-Pass. Tour.	3,385	29
	D-4-75	4-Pass. Tour.	4,285	26
1920	4-75-E	4-Pass. Tour.	4,620	26
		2-Pass. Sportster	4,760	26
	6-54-E	4-Pass. Tour.	3,560	29
		2-Pass. Roadster	3,560	29
		4-Pass. Sportster	3,550	29
		7-Pass. Tour.	3,760	29
	6-54	3-4-Ps. Cab., Coupe	4,200	29
		5-Pass. Sedan	4,450	29
		5-Pass. TC. Limo.	4,750	29
		5-7-Pass. Sub. Sedan	4,850	29

ROCK FALLS

Rock Falls Mfg. Co., Sterling, Ill.

Touring	} All Custom Made	Limousine	{ All Custom Made
Roadster		Coupe	
Sedan		Brougham	

Engine Own
Cylinders 6
Bore & Stroke.....3½ x 5¼"
Rated H. P.....29.40
Brake H. P.....52
Shape of Cylinders..Overhead
Cast Block
Valve Lift.....
Camshaft Drive.....Helical gear
Cooling System Pump
Oiling System.....Force feed splash
Carburetor Rayfield 1¼"
Fed By Vacuum
Ignition Bosch
Start & Light.....Westinghouse
Battery Willard 6 volt
Clutch Dry plate
Rear Axle Make.....Columbia
Type Full floating
Gear Ration (H)....4.87
Car Drives Thru....Springs
Torque Taken By...Torque arm
Wheelbase 136"
Tread 56"
Tires 35 x 5"
Rims Firestone
Rear Springs.....¾ elliptic (Tuthill)
Weight 4000 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	7	6	7001-7099	\$
1919	9	6	9001-10000	\$2,000
	10	6	10001-100050	\$
1920	12	6	12001-12150	\$
1921	14	6	14001-14150	\$

Serial numbers: lower left side crank case. Motor
numbers: left side crank case.

Year	Type	Price	H.P.
1919	9 8-Pass. Limo.	\$4,500	60
1920	12 8-Pass. Limo.	4,700	60
	8-Pass. Sedan	4,800	60

ROLLS-ROYCE

Rolls-Royce of America, Inc., Springfield, Mass.

Engine Own
 Cylinders 6
 Cast.....Threes
 Bore & Stroke.....4½ x 4¾"
 Rated H. P.....48.5
 Brake H. P.....70-75
 Shape of Cylinders..L-head
 Cast In one with heads
 Valve Lift.....0.400
 Camshaft Drive.....Helical
 Cooling System Centrifugal pump
 Oiling System.....Full force feed
 Carburetor Own
 Fed By Pressure
 Ignition Own
 Start & Light.....Own
 Spark Plugs.....Metric 18 mm.
 Battery Exide
 Clutch Reversed cone
 Rear Axle Make..... Own
 Type Full floating
 Gear Ratio (H)....3¼"
 Car Drives Thru....Torque tube
 Torque Taken By...Torque tube
 Wheelbase 143½"
 Tread 56"
 Tires 33 x 5"
 Rims Optional
 Rear Springs.....Cantilever
 Weight 4760

Year	Model	Cyl.	Serial Numbers
1920	40/50	6	Various

Serial numbers: on plate on dash. Motor numbers:
on left front engine foot.

Year	Type	Price	H.P.
1921	Custom Bodies	\$.....	48

Further information not obtainable.

R & V KNIGHT (Four)

East Moline, Ill.

5 Touring	\$2,150	Limousine	\$
2 Roadster	\$	4 Coupe	\$2,850
5 Sedan	\$2,950	Brougham	\$
Engine Own			
Cylinders 4			
Bore & Stroke.....3¼ x 5"			
Rated H. P.....22.50			
Brake H. P.....43			
Shape of Cylinders..Sleeve valve			
Cast Block			
Valve Lift.....			
Camshaft Drive.....Chain			
Cooling System Thermo-syphon			
Oiling System.....Force feed splash			
Carburetor Stromberg 1¼"			
Fed By Vacuum			
Ignition Wagner			
Start & Light.....Wagner			
Spark Plugs.....¾"			
Battery Willard 6 volt			
Clutch Borg & Beck			
Rear Axle Make.....Salisbury			
Type Floating			
Gear Ratio (H)....4.75			
Car Drives Thru....Springs			
Torque Taken By...Springs			
Wheelbase 116"			
Tread 56"			
Tires 32 x 4" Cord			
Rims Firestone			
Rear Springs.....Semi-elliptic (Sterling)			
Weight 3040			

SAYERS

Sayers & Scoville Co., Cincinnati, O.

5 Touring	\$2,195	5 Limousine	\$
Roadster	\$2,195	Coupe	\$
5 Sedan	\$3,295.	Brougham	\$

Engine	Continental
Cylinders	6
Bore & Stroke.....	3¼ x 4½"
Rated H. P.....	25.35
Brake H. P.....	42
Shape of Cylinders..	L-head
Cast	Block
Valve Lift.....	¼"
Camshaft Drive.....	Helical gear
Cooling System	Pump
Oiling System.....	Force feed splash
Carburetor	Zenth 1¼"
Fed By	Vacuum
Ignition	Delco
Start & Light.....	Delco
Spark Plugs.....	⅞"
Battery	Willard 6 volt
Clutch	Three plate
Rear Axle Make.....	Stampar
Type	Semi-floating
Gear Ratio (H).....	4.75
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	118"
Tread	56"
Tires	33 x 4"
Rims	Cleveland
Rear Springs.....	Semi-elliptic (Stampar)
Weight	2700 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1921	H-A	4	200-272	\$
1916	H-A	6	273-374	\$
1917	H-A	6	375-609	\$ 400
1918	H-A	6	610-1100	\$ 650
	10	6	5100-5300	\$
1919	H-A	6	1101-1400	\$ 900
	10	6	5301-	\$

SAYERS—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	H-A	6	1401-	\$1,000
1921	H-A	6	6201-	\$

Serial numbers: 1915-16-17-18 heel board left side.
 Later models cowl inside under hood. Motor numbers left side crank case.

Year		Type	Price	H.P.
1917	A (6)	5-Pass. Tour.	\$1,250-\$1,295	25
1918	A (6)	5-Pass. Tour.		
	(6)		\$1,295-- 1,395- 1,495	25
	(6)	4-Roadster	1,445	25
1919	A (6)	5-Pass. Tour.	1,695	25
	10 (6)	5-Pass. Sedan	2,295	25
1920	A (6)	5-Pass. Tour.	1,895	25
	10 (6)	5-Pass. Sedan	2,895	25
	(6)	Limousine	4,300	25
1921	H-A	5-Pass. Tour.	2,195	25
		5-Pass. Sedan	3,295	25
		4-Pass. Roadster	2,195	25

SAXON

Saxon Motor Car Corp., Detroit, Mich.

5 Touring	\$1,495	Blackstone Spt., Tr.	\$1,695
Roadster	\$1,545	3 Coupe	\$2,295
5 Sedan	\$2,295	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke.....	3½ x 5"
Rated H. P.....	19.6
Brake H. P.....	40
Shape of Cylinders..	L-head
Cast	Block
Valve Lift.....	¾"
Camshaft Drive.....	Morse silent chain
Cooling System	Thermo-syphon
Oiling System.....	Force feed splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Wagner
Start & Light.....	Wagner
Spark Plugs.....	¾"
Battery	Prest-o-Lite
Clutch	Dry Plate
Rear Axle Make.....	Own
Type	3/4-floating
Gear Ration (H)....	4.75
Car Drives Thru....	Torque ar m
Torque Taken Bv...	Torque ar m
Wheelbase	112"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs.....	Cantilever
Weight	2700 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	A	4	100-7599	\$
1915	A	4	7600-9740	\$
	S	6	100-4843	\$
	B	4	10102-15082	\$
1916	14	4	101-7598	\$ 50
	S2T	6	510-19543	\$ 100
	S2R	6	101-1998	\$
1917	B5R	4	9601-18399	\$ 75

SAXON—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
	S4T	6	19201-35594	\$ 250
	S4R	6	20000-4161	\$
1918	Y18T	6	1201-7180	\$ 375
	Y18R	6	101-864	\$
1919	Y18T	6	7180-	\$ 500
	Y18R	6	864-	\$
1920	125	4	90000	\$
1921	125	4	90000	\$

Serial numbers: right side instrument board. Motor numbers: left side crank case.

Year		Type	Price	H.P.
1919	B5-R (4)	Runabout	\$445	12
	Y-18 (6)	Roadster	995	20
		Touring	1,045	20
		Sedan	1,395	20
1919	Y-18-T	5-Pass. Tour.	1,295	20
	Y-18-R	4-Pass. Road.	1,785	20
1920	125	5-Pass. Tour.	1,785	20
		5-Pass. Sedan	2,685	20
1921	125	5-Pass. Tour.	1,895	15
		5-Pass. Sedan	2,795	15
		5-Sport Model	2,500	15

SCRIPPS-BOOTH

Scripps-Booth Corp., Detroit, Mich.

5 Touring	\$1,295	Limousine	\$
3 Roadster	\$1,275	4 Coupe	\$1,950
5 Sedan	\$2,100	Brougham	\$

Engine Northway & Continental
 Cylinders 6
 Bore & Stroke.....2 13/16 x 4 3/4"
 Rated H. P.....18.98—30
 Brake H. P.....44.
 Shape of Cylinders..Valve-in-head
 Cast Block
 Valve Lift.....7/32"
 Camshaft Drive.....Helical gear
 Cooling System Pump
 Oiling Svstem.....Force feed
 Carburetor Marvel 1
 Fed By Vacuum
 Ignition Remy
 Start & Light.....Remy
 Spark Plugs.....7/8"
 Battery 6-8 volt
 Clutch Cone
 Rear Axle Make....W-Mott
 Type floating
 Gear Ratio (H)....4.50
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 115"
 Tread 56"
 Tires 32 x 4"
 Rims Perlman
 Rear Springs.....Semi--elliptic
 Weight 2525

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	C	4	101-3100	\$ 100
1916	C	4	3101-7260	\$ 200
	D	4	101-800	\$
1917	C	4	7261-8146	\$ 300
	D	8	801-1807	\$ 300
	G	4	6-800	\$

SCRIPPS-BOOTH—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	G	4	801-1800	\$ 400
	H	8	2-325	\$
	39	6	9001-11599	\$ 450
	40	6	9002-11599	\$
	41	6	11432-11599	\$ 500
	42	6	11434-11599	\$ 500
1919	G	4	1801-3000	\$
	39	6	11600-up	\$ 700
	40	6	11600-18759	\$ 700
	41	6	11600-12432	\$
	42	6	11600-16419	\$
	A41	6	16420-	\$
	A42	6	18410-	\$
1920	B-39 to 42	6	20000-	\$
	F-39 to 42	6	20000-	\$ 800
1921	B-39-42			\$
	F-39-42			\$

Serial numbers: Model C, right goose neck. Model G, left rear spring hanger. Model D, heel board right front seat. All others, under front sea cushion.

Motor numbers: left side motor.

Year	Type	Price	H.P.
1915	C (4) Roadster	\$775	13
1916	C (4) Roadster	825	14
	Coupe	1,450	14
	D (8) Chummy Roadster	1,175	22
1917	C (4) Roadster	825	14
	Coupe	1,450	14
	D (8) Chummy Road.	1,425	22
	Town Car	2,575	22
	G (4) Roadster	1,250	22
1918	(4) 3-Pass. Road.	935	22
	Six 40 (6) 3-Pass. Road.	1,195	19
	Six 39 (6) 5-Pass. Tour.	1,195	19
	(8) Town Car	2,575	22
	4-Pass. Roadster	1,285	22
1919	6-39 5-Pass. Tour.	1,385	19
	6-40 3-Pass. Road.	1,385	19
	6-41 5-Pass. Sedan	1,985	19
	6-42 4-Pass. Coupe	1,985	19
1920	B-39 3-Pass. Tour.	1,545	19
	B-40 5-Pass. Road.	1,545	19
	F-41 4-Pass. Coupe	2,245	19
	F-42 5-Pass. Sedan	2,215	19

SCRIPPS-BOOTH—(Continued)

Year		Type	Price	H.P.
1921	B-39	Touring	\$1,295	19
	B-40	Roadster	1,275	19
	B-41	Coupe	1,950	19
	B-42	Sedan	2,100	19
	F-39	Touring	1,490	19
	F-40	Roadster	1,470	19
	F-41	Coupe	2,350	19
	F-42	Sedan	2,375	19

SEVERIN

Severin Motors Co., Kansas City, Mo.

Touring \$2,250	Sedan	\$
5 Sportster 2,550	Coupe	\$

Engine	Continental
Cylinders	6
Bore and Stroke.....	3½ x 5¼"
Rated H. P.....	29.40
Brake H. P.....	55
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	.30
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force feed and splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Wagner
Start and Light....	Wagner
Spark Plugs	¾"
Battery	Campbell-6
Clutch	Dry Disc
Rear Axle Make....	Salisbury
Type	¾ floating
Gear Ratio (H)	4.50
Car Drives Thru ...	Springs
Torque Taken By...	Springs
Wheelbase	122"
Tread	56"
Tires	32 x 4½"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2985

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	H	6	1-	\$1,250
1921		6		\$

Serial numbers are on dash under hood. Motor numbers on left side of crank case.

Year		Type	Price	H. P.
1920	H	5-Pass. Sportster	\$2,550	29
1921		5-Pass Touring	2,250	—

SIMPLEX

Simplex Automobile Co., New Brunswick, N. J.

7 Touring	\$	Sedan	\$
2 Roadster	\$	Coupe	\$
Chassis	\$7,000	Limousine	\$

Engine Own
 Cylinders 6
 Bore and Stroke.... $4\frac{3}{8} \times 6\frac{1}{4}$ "
 Rated H. P.....45.94
 Brake H. P.....
 Shape of Cylinder..L-head
 Cast Threes
 Valve Lift
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force feed
 Carburetor Newcomb
 Fed By Pump
 Ignition Eisemann
 Start and Light....Bosch-2
 Spark Plugs $\frac{7}{8}$ " Since 1912
 Battery
 Clutch Disc
 Rear Axle Make....Own
 Type Floating
 Gear Ratio (H) Optional
 Car Drives Thru ...Springs
 Torque Taken By...Springs
 Wheelbase $143\frac{1}{2}$ "
 Tread 56"
 Tires 35 x 5"
 Rims Firestone
 Rear Springs Semi-elliptical
 Weight 4600

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	38-50	6	1499-2079	\$650
1916	38-46	6	2080-2253	950
1917	Crane	6	2254-2500	2,000
1918	Crane	6		2,400
1919	.....		No Production	
1920	.....		Temporarily discontinued	
1921	.....			
(New model expected early 1922)				

Serial numbers: on right side of front dash, or right side frame member on a line with dashboard.

SIMPLEX—(Continued)

Year		Type	Price	H. P.
1915	38	2-7-Pass. Road., Tour.	\$4,000	38
	50	2-7-Pass. Road., Tour.	4,500	46
	50	2-7-Pass. Road., Tour.	4,600	46
1916	38	2-7-Pass. Road., Tour.	4,100	38
	46	2-7-Pass. Road., Tour.	5,000	46
1917	Crane	2-7-Pass. Road., Tour.	7,000	46
1918	Crane	2-7-Pass. Road., Tour.	7,000	46

SENECA

Seneca Motor Car Co., Fostoria, Ohio

5 Touring \$1,045	Coupe \$
Roadster 1,045	Sedan \$

Engine	Le Roi
Cylinders	4
Bore and Stroke....	3 1/8 x 4 1/2"
Rated H. P.....	15.63
Brake H. P.....	27
Shape of Cylinder..	L-head
Cast	Block
Valve Lift	1/4"
Camshaft Drive	Helical
Cooling System	Thermo-Syphon
Oiling System	Force feed and splash
Carburetor	Schebler
Fed By	
Ignition	Connecticut
Start and Light....	Allis-Chalmers
Spark Plugs	7/8"
Battery	Prest-O-Lite
Clutch	Dry Disc
Rear Axle Make....	Peru
Type	Full floating
Gear Ratio (H)	4.75
Car Drives Thru ...	Torque Arm
Wheelbase	108"
Tread	56"
Tires	30 x 3 1/2"
Rims	Jackson
Rear Springs	Cantilever
Weight	2100

Year	Model	Cyl.	Serial Numbers	Value To-day
1917	ABCA	4	1-1000	\$ 200
1918	DEFG	4	1001-1200	400
1919	HH-2	4	1100-1999	500
1920	L	4	2001-2419	700
1921	L	4	2420-	\$

Serial numbers: under hood on dash, on left front spring. Motor numbers: left side of engine.

Year	Model	Type	Price	H.P.
1917	27-A	1-Pass. Tour.	\$735	16
	27-B	4-Pass. Road.	735	16
		3-Pass. Road.	735	16

SENECA—(Continued)

Year		Type	Price	H.P.
1918	D-4	5-Pass. Tour.	990	16
	E-4	4-Pass. Road.	1,040	16
1919	H-4	5-Pass. Tour.	990	16
1920	L-4	5-Pass. Tour.	1,185	16

SINGER

Singer Motor Car Co., Mt. Vernon, N. Y.			
4-7 Touring	\$5,800-\$6,500	7 Limousine	\$7,600
2-3 Roadster	5,800- 6,500	Coupe	\$
5 Sedan	7,600	Brougham	\$

Engine Herschell-Spillman
 Cylinders 6
 Bore and Stroke....4 x 5½"
 Rated H. P.....38.40
 Brake H. P.....102
 Shape of Cylinder..T-head (opposite)
 Cast Threes
 Valve Lift 5/16"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Fuel force feed
 Carburetor Rayfield 1¾"
 Fed By Vacuum
 Ignition Bosch
 Start and Light.....Westinghouse
 Spark Plugs 7/8"
 Battery Willard 6 volt
 Clutch Dry disc
 Rear Axle Make....Timken
 Type Floating
 Gear Ratio (H) 3.70
 Car Drives Thru ...Springs
 Torque Taken By...Torque arm
 Wheelbase 138"
 Tread 56"
 Tires 36 x 5"
 Rims Disc wheels
 Rear Springs Cantilever (Merill)
 Weight 4,300

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	15	6	751-766	\$200
			7500-7600	\$
1916	16	6	7601-7784	\$ 225
1917	17	6	7785-7795	600
			77100-77902	\$
1918	18	6	77900-77904	\$1,000
			18905-18999	\$
1919	19	6	1900-1999	\$1,100
1920	20	6	20001-	2,500

Serial numbers: on dash. Motor numbers: right side crank case.

SINGER—(Continued)

Year		Type	Price	H. P.
1915	(6)	5-Pass. Tour.	\$2,350	38
1916	(6)	Rn., 4-7 Pass. Tr.	3,200	38
		Limousine	42,00	38
		Lan.	4,350	38
1917	(6)	Chassis	3,000	38
		2-P. Rn., 4-7-P. Tr.	3,800	38
		7-Pass. Lim.	4,750	38
		7-Pass. Lan.	4,850	38
		Col. Brougham	5,350	38
1918	(6)	Chassis	3,300	38
		7-Ps. Touring	4,100	38
		2-Ps. Roadster	4,200	38
		4-Ps. Sport	4,325	38
		4-Ps. Roadster	4,325	38
		7-Ps. Limousine	5,125	38
		7-Ps. Lan., 7-Ps. Sub.		
		Sedan	5,250	38
		5-Ps. Collap. Br.	5,750	38
1919	19	2-Ps. Rd., 4-7-Tour.	5,250	38
		5-Pass. Sedan	7,200	38
		5-Pass. Brougham	7,300	38
		7-Pass. Victoria	5,500	38
		7-Pass. Limo.	7,000	38
1920	20	2-Ps. Rd., 4-7-Tour.	5,800	38
		5-Pass. Sedan	7,600	38
		5-Pass. Brougham	7,800	38
		7-Pass. Victoria	6,050	38
		7-Pass. Limo.	7,600	38
		2-3-Pass. Road.	6,500	39
		4-6-7-Pass. Tour.	6,500	39
		5-Pass. Brougham	8,800	39
		5 7-Pass. Sed. Limo.	8,600	39

SKELTON

Skelton Motor Corp., St. Louis, Mo.

5 Touring	\$1,295	Sedan	\$2,350
2 Roadster	\$1,295	Coupe	\$2,150

Engine Lycoming
 Cylinders 4
 Bore & Stroke.....3½ x 5"
 Rated H. P.....19.60
 Brake H. P.....35
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift 5/16"
 Camshaft Drive Helical
 Cooling System Thermo Syphon
 Oiling System Force-Splash
 Carburetor Carter
 Fed By Vacuum
 Ignition Connecticut
 Start & Light.....Westinghouse
 Spark Plugs ¾"
 Battery Prest-O-Lite 6 volt
 Clutch Dry Disc
 Rear Axle Make....Peru
 Type Full Floating
 Gear Ratio (H)....4.25
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 112"
 Tread 56"
 Tires 32 x 3½"
 Rims Firestone
 Rear Springs.....Semi-elliptic
 Weight 2400 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	35	4	500-1050	\$ 900
1921	33	4	1050	\$
Serial numbers:				
Year		Type	Price	H. P.
1920	35	2-5-Ps. Road., Tour.	\$1,295	20

STANDARD

Standard Steel Car Co., Pittsburgh, Pa.

7 Touring	\$3,400	7 Vest. Sedan	\$5,000
2 Roadster	\$3,400	4 Coupe	\$4,500
7 Sedan O. B.	\$4,800	4 Sedanette	\$4,500
7 Sedan H&K	\$4,500		

Engine Own
 Cylinders 8
 Bore & Stroke.....3¼ x 5"
 Rated H. P.....33.80
 Brake H. P.....70
 Shape of Cyl.....L-head
 Cast Fours
 Valve Lift ¾"
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Full force feed
 Carburetor Zenith 1¼"
 Fed By Vacuum
 Ignition Atwater-Kent
 Start & Light.....Westinghouse
 Spark Plugs ¾"
 Battery 6 volt
 Clutch Dry plate
 Rear Axle Make....Timken
 Type Semi-floating
 Gear Ratio (H)....4.46
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 127"
 Tread 56"
 Tires 34 x 4½" Cord
 Rims Firestone
 Rear Springs.....Semi-elliptic (own)
 Weight 3800 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	8	8	175-356	\$ 100
	6	6		\$ 200
1917	E	8	C100-C599	\$ 500
	F	8	357-466	\$ 500
1918	G	8	6000-up	\$ 900
1919	H	8	1100 1599	\$1,100
1920	I	8	1600-	\$2,100
1921	H	8	3609-up	\$

Serial numbers: right side dash under hood. Motor numbers: same.

STANDARD—(Continued)

Year		Type	Price	H. P.
1914	(6)	Touring	\$2,100	38
1916	Eight (8)	Rd., 7-Pass. Tr.	1,735	29
	Six (6)	5-Pass. Tour.	2,100	38
		Limousine	3,600	38
1917	E (8)	4-Pass. Tour.	1,950	29
	F (8)	7 Pass. Tour.	2,000	34
		Sedan	2,500	34
		Limousine	3,500	34
1918	G (8)	2, 4-Ps. Rd., Tr.	2,450	34
		Sedan, Coupe	3,500	34
		Limousine	4,000	34
1919	H	2-Ps. Road., 4-7 Tour.	3,000	34
		7-Pass. Sedan	4,100	34
		4-Pass. Coupe	4,200	34
		7-Pass. Limo.	4,300	34
1920	I	4 7-Pass. Road., Tour.	3,400	34
		7-Pass. Sedan	4,800	34
		4-Pass. Coupe	4,300	34
		7-Pass. Limo.	5,100	34
1921	I	4-7-Ps. Road., Tour.	3,400	34
		7-Pass. Sedan	4,800	34
		4-Pass. Sedanette	4,500	34
		4-Pass. Coupe	4,500	34
		7-Pass. Vest. Sedan	5,000	34

STANWOOD

Stanwood Motor Car Co., St. Louis, Mo.

5 Touring \$2,050

Roadster \$

Engine Continental
 Cylinders 6
 Bore & Stroke.....3¼ x 4½"
 Rated H. P.....25.35
 Brake H. P.....55
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift
 Camshaft Drive Helical Gear
 Cooling System Pump
 Oiling System Force Feed Splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Atwater-Kent
 Start & Light.....Westinghouse
 Spark Plugs
 Battery Willard - 6
 Clutch
 Rear Axle Make....Standard Parts
 Type Semi-floating
 Gear Ratio (H).....
 Car Drives Thru....
 Torque Taken By...
 Wheelbase 118"
 Tread 56"
 Tires 33 x 4"
 Rims
 Rear Springs.....
 Weight 2900 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	Six	6	820-	\$ 850

Year	Model	Type	Price	H. P.
1920	Six	5 Pass. Tour.	\$2,050	25

STEARNS

F. B. Stearns Co., Cleveland, O.

5-7 Touring	\$2,450-\$2,675'	7 Limousine	\$4,250
3-4 Roadster	\$2,550	4 Coupe	\$3,400
7 Sedan	\$3,700	7 Town Car	\$4,400

Chassis \$2,250

Engine	Own
Cylinders	4
Bore and Stroke	3¾ x 5½"
Rated H. P.....	22.50
Brake H. P.....	50
Shape of Cylinder...	Sleeve valve
Cast	Block
Valve Lift	
Camshaft Drive	Chain
Cooling System	Pump
Oiling System	Full force feed
Carburetor	Schebler 1¼"
Fed By	Vacuum
Ignition	Atwater-Kent
Start and Light	Westinghouse
Spark Plugs	¾" long
Battery	Willard 12 volt
Clutch	Dry multi-disc
Rear Axle Make....	Own
Type	Semi-floating
Gear Ratio (H)	4.50
Car Drives Thru....	Springs
Torque Taken By...	Torque arm
Wheelbase	125"
Tread	56"
Tires	34 x 4½"
Rims	Firestone
Rear Springs	Cantilever (Stampar)
Weight	3400

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	4	4	6500-6800	\$
	6	6	8327-8728	\$
1915	4	4	7000-7039	\$ 200
	6	6	9000-9109	325
	L	4	L1-L703	300
1916	L	4	L1704-L2800	450
	8	8	10000-10900	300
	L	4	L2801-L4744	\$
1917	8	8	10901-12079	350
	L	4	L4745-L5901	600

STEARNS—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	L	4	12079-12350	\$1,000
1919	L	4	L5902-L7102	\$1,200
1920	SKL4	4	L7103-	1,800

Serial numbers: right side floor board. Motor numbers: left side motor.

Year		Type	Price	H. P.
1914		Sedan, Lim.	\$6,100	43
		Lan.	6,200	43
1915	Light Four	5-Pass. Tour.	1,750	22
		Cabriolet	2,250	22
		Lim.	2,850	22
1915	Large Four	Rd., 4-5-Pass. Tour.	3,750	29
		6-7-Pass. Tour.	3,900	29
		Lim.	5,000	29
	Six (6)	Rd., 4-5-Pass. Tour.	4,850	43
		6-7-Pass. Tour.	5,000	43
		Lim.	6,100	43
1916	Light Four	Road., Tour.	1,445	22
		Cabriolet	1,950	22
		Lim.	2,550	22
	Large Four	Rd., 4-5-Pass. Tour.	3,750	29
		6-7-Pass. Tour.	3,900	29
		Lim.	5,000	29
		Lan.	5,100	29
	Six (6)	Rd., 4-5-Pass. Tour.	4,850	43
		6-7-Pass. Tour.	5,000	43
		Lim.	6,100	43
		Lan.	6,200	43
	Eight (8)	Road., Tour.	2,050	34
		Coupe, Cpe. Lan.	2,650	34
		Lim.	3,350	34
		Lan.	3,450	34
		Lim. Brough.	3,300	34
		Lan. Brough.	3,400	34
1917	L-4	Chassis	1,625	22
		4-Ps. Rd., 5-Ps. Tr.	1,495	23
		4-Pass. Coupe	2,050	23
		7-Pass. Limo.	3,100	23
	8	4-7-Ps. Road., Tour.	2,250	34
		4-Pass. Coupe	2,900	34
		7-Pass. Limo.	3,600	34

STEARNS—(Continued)

Year		Type	Price	H. P.
1918	L-4	4-5-Ps. Road., Tour.	\$1,935	22
		7-Pass. Tour.	2,300	22
		4-Pass. Militaire	2,500	22
		4-Pass. Coupe	2,500	22
		7-Pass. Limo.	3,350	22
1919	SKL-4	4-5-Ps. Road., Tour.	2,100	22
		7-Pass. Tour.	2,465	22
		7-Pass. Limo.	3,700	22
		7-Pass. Sedan	3,750	22
		3-5-Ps. Road., Tour.	2,550	22
1920	SKL-4	4-Pass. Militaire	2,475	22
		7-Pass. Tour.	2,675	22
		4-Pass. Coupe	3,400	22
		7-Pass. Sedan	3,700	22
		7-Pass. Limo.	4,350	22
		7-Pass. Town Car	4,400	22

STEPHENS

Stephens Motor Works, Freeport, Ill.

4-6 Touring	\$1,985-\$2,065	Limousine	\$
2 Roadster	1,900	4 Coupe	\$3,050
4-7 Sedan	3,100	Brougham	\$

Engine Own
 Cylinders 6
 Bore and Stroke $3\frac{1}{4} \times 4\frac{1}{2}$ "
 Rated H. P.....25.35
 Brake H. P.....57
 Shape of Cylinder...Valve-in-head
 Cast Block
 Valve Lift $\frac{3}{8}$ "
 Camshaft Drive Helical gear
 Cooling System Thermo-syphon
 Oiling System Full force feed
 Carburetor Tilloston $1\frac{1}{4}$ "
 Fed By Vacuum
 Ignition Auto-Lite
 Start and Light Auto-Lite
 Spark Plugs $\frac{7}{8}$ "
 Battery U S L 6 volt
 Clutch Dry disc
 Rear Axle Make....Timken
 Type Semi-floating
 Gear Ratio (H) 4.75
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 124"
 Tread 56"
 Tires 33 x 4"
 Rims Stanweld
 Rear Springs Semi-elliptic
 Weight 3235

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	65	6	99-550	\$
	60	6		
1917	65	6		\$ 500
	60	6	500-1100	\$
	75	6		\$
	70	6	10000-10737	\$
1918	70	6	10737-12448	\$ 750
	75	6		\$
	78	6		\$
	74	6		\$
	76	6		\$

STEPHENS—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1919	82	6		\$
	84	6	12449-17726	\$
	B84	6		\$
	86	6	15001-20000	\$ 900
1920	80's	6	17727-25717	1,100
1921	80's	6	25718-up	\$

Serial numbers: right side dash under hood. Motor numbers: left side cylinder block.

Year	Type	Price	H. P.
1917	65-60 (6)	5-Ps. Tr., 3-Ps. Rd. \$1,225	25
1918	70 (6)	3-Pass. Road.	1,585 22
	75 (6)	5-Pass. Tour.	1,585 25
	74 (6)	4-Pass. Tour.	1,650 25
	75 Spec. (6)	5-Pass. Tr. with Victoria Top	1,760 25
	78 (6)	5-Ps. Tr. Sedan	2,085 25
1919	72-74	2-4-Ps. Road., Tour.	1,975 25
	74-B	4-Pass. Tour.	1,975 25
	76	6-Pass. Tour.	2,050 25
1920	82-84	2-4-Ps. Rd., Tr.	2,250 25
	84-B	4-Pass. Tour.	2,250 25
	86	6-Pass. Tour.	2,250 25
	85	5-Pass. Sedan	3,250 25
	83	4-Pass. Coupe	3,050 25
1921	Salient Six		
	82-84	2-4-Ps. Rd., Tr.	1,900-1985 25
	86	6-Pass. Tour.	2,065 25
	85	4-7-Pass. Sedan	3,100 25

STEVENS-DURYEA

Stevens-Duryea Co., Chicopee Falls, Mass.

Custom Cars on Application

7 Touring	\$6,800	7 Limousine	\$8,600
4 Roadster	\$6,900	4 Coupe	\$9,500
7 Sedan	\$9,000	4 Brougham	\$9,500

Engine Own
 Cylinders 6
 Bore and Stroke 47/16 x 5½"
 Rated H. P.....47.20
 Brake H. P.....80
 Shape of Cylinder...L-head
 Cast Twos
 Valve Lift
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Berling-magneto
 Start and Light Westinghouse 2
 Spark Plugs ¾"
 Battery 6 volt
 Clutch Dry disc
 Rear Axle Make....Own
 Type Full-floating
 Gear Ratio (H) 3.94
 Car Drives Thru....Springs
 Torque Taken By...Torque arm
 Wheelbase 138"
 Tread 56"
 Tires 35 x 5"
 Rims Firestone
 Rear Springs ¼ elliptical
 Weight 4300

Year	Model	Cyl.	Serial Numbers	Value To-day
1915	D-6, 4	6		\$700
	DD-6	6	(Refused)	950
1920	E	6	1001-	4,500

Year	Type	Price	H. P.
1915	D-6	3-5-Ps. Rd., Tr.	\$4,550 45
		5-Ps. Demi-Berline	5,750 45
	D-4	5-Pass. Phaeton	5,400 45

STEVENS-DURYEA—(Continued)

Year		Type	Price	H. P.
		7-Pass. Limo.	\$5,800	45
	DD-6	7-Pass. Tour.	4,800	47
		7-Pass. Phaeton	5,600	47
		7-Pass. Enclosed	6,100	47
		7-Pass. Landau	6,300	47
1920	E	4-7-Pass. Tour.	7,000	47
		4-7-P. Brough., Lim.	8,500	47
		7-Pass. Ves. Sedan	8,500	47
1921	E-6	4-7-Pass. Tour.	8,000	—
		All closed Models	9,000	—

STUDEBAKER (Special Six)

Studebaker Corp., South Bend, Ind.

5 Touring	\$1,635	Limousine	\$
2-4 Road.	1,585-1,635	4 Coupe	\$2,450
5 Sedan	2,550	Brougham	\$

Engine Own
Cylinders 6
Bore and Stroke 3½ x 5"
Rated H. P.....29.40
Brake H. P.....50
Shape of Cylinder...L-head
Cast Block
Valve Lift 5/16"
Camshaft Drive Helical gear
Cooling System Pump
Oiling System Force feed splash
Carburetor Stromberg 1¼"
Fed By Vacuum
Ignition Wagner & Remy
Start and Light Wagner & Remy
Spark Plugs ½"
Battery Cone
Clutch Willard 6 volt
Rear Axle Make....Own
Type Semi-floating
Gear Ratio (H) 4.33
Car Drives Thru....Springs
Torque Taken By...Springs
Wheelbase 119"
Tread 56"
Tires 32 x 4" Cord
Rims Kelsey
Rear Springs Semi-elliptic (own)
Weight 3035

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	SCA20	4	403001-420515	\$
	EB30	6	605001-612450	\$
1915	SD	4	423001-447419	\$ 150
	EC	6	500001-504483	200
1916	ED	6	630001-637260	250
	SF	4	460001-474180	275
1917	SD	4	-474181-500369	325
			-100001-109500	\$
	ED	6	-639261-655270	350
			-200001-207500	\$

STUDEBAKER—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	ED	6	207501-233500	\$900
	SF	4	109501-133100	625
1919	SH	4	133101-	700
	EH	6	233501-	\$
	EH	6	290001-	\$ 950
1920	EG	6	315701-	\$
	EH	6	257465-	\$1,200
	EJ	6	1000001-	900

Serial numbers: 1914-15 front seat heel board, 1916 front toe board; later models left side chassis over front axle. Motor numbers: 1914-15-16-17-18 top of cylinder block center; later models right side on rear motor support.

Year	Model	Type	Price	H. P.
1914	Four	Tour.	\$1,575	20
		Lan. Road.	1,200	20
	Six (6)	Tour.	1,575	29
		Lan. Road.	1,950	29
		Sedan	2,250	29
1915	Four	Road., Tour.	985	20
	Six (6)	5-Pass. Tour.	1,389	29
		7-Pass. Tour.	1,450	29
1916	4-40	3-Pass. Road.	850	24
		7-Pass. Tour.	885	24
		Lan. Road.	1,185	24
	6-50 (6)	3-Pass. Road.	1,000	36
		7-Pass. Tour.	1,050	36
		Lan. Road.	1,350	36
		Coupe	1,550	36
		Sedan	1,675	36
		Lim.	2,250	36
1917	Series 18 (4)	Chassis	950	24
		Road.	1,025	24
		Tour.	1,050	24
		Everyweather	1,250	24
	Series 18 (6)	Chassis	1,285	36
		Road.	1,335	36
		Tour.	1,385	36
		Everyweather	1,565	36
		Sedan, Cpe.	1,850	36
		Lim.	2,750	36

STUDEBAKER—(Continued)

Year		Type	Price	H. P.
1918	Series 18 (4)	Chassis	\$ 950	24
		Road.	1,025	24
		Tour.	1,050	24
		Everyweather	1,250	24
		Chassis	1,285	36
1918	Series 18 (6)	Road.	1,335	36
		Tour.	1,385	36
		Everywhere	1,565	36
		Sedan, Cpe.	1,850	36
		Lim.	2,750	36
1918	Ser. 19SH (4)	Tour.	995	20
		Road.	1,050	20
		Sedan	1,525	20
	Ser. 19EH (6)	Tr., 4-Ps. Cb. Rd.	1,395	29
		Road.	1,450	29
1918	Ser. 19EG (6)	Sedan	1,950	29
		Tour.	1,795	36
	SH-4	5-Pass. Tour.	1,225	20
		2-5-Ps. Rd., Tr.	1,685	29
1919	EH-6	7-Pass. Tour.	2,135	36
	EG-6	7-Pass. Sedan	2,535	29
	EH-6	4-Pass. Coupe	2,435	29
		5-Pass. Tour.	1,485	23
1920	L't 6EJ	3-Pass. Lan. Road.	1,850	23
		5-Pass. Sedan	2,450	23
	Sp'l EH	5-Pass. Tour.	1,750	29
		2-4-Pass. Road.	1,750	29
		4-Pass. Coupe	2,650	29
1920	Big 6EH	5-Pass. Sedan	2,750	29
		7-Pass. Tour.	2,150	36
	Early Big 6	Tour., Roadster	1,750	
		Coupe	2,650	
1921	Light Six	Sedan	2,750	
		Tour.	1,485	
		Coupe	1,850	
		Sedan	2,150	

STUDEBAKER

(Big Six)

South Bend, Ind.

7 Touring	\$1,985	Limousine	\$
Roadster	\$	Coupe	\$2,850
Sedan	\$2,950	Brougham	\$

Engine Own
 Cylinders 6
 Bore and Stroke $3\frac{7}{8} \times 5"$
 Rated H. P. 36.04
 Brake H. P. 60
 Shape of Cylinder... L-head
 Cast Bloc
 Valve Lift $5/16"$
 Camshaft Drive Helical gear
 Cooling System Pump
 Oiling System Force feed splash
 Carburetor Ball & Ball $1\frac{1}{2}"$
 Fed By Vacuum
 Ignition Wagner & Remy
 Start and Light Wagner & Remy
 Spark Plugs $\frac{1}{2}"$
 Battery Willard 6 volt
 Clutch Cone
 Rear Axle Make.... Own
 Type Semi-floating
 Gear Ratio (H) 3.71
 Car Drives Thru... Springs
 Torque Taken By... Springs
 Wheelbase 126"
 Tread 56"
 Tires $33 \times 4\frac{1}{2}"$ Cord
 Rims Kelsey
 Rear Springs Semi-elliptic
 Weight 3230

STUDEBAKER

(Light Six)

South Bend, Ind.

5 Touring	\$1,150	Coupe-Roadster	\$1,550
Roadster	1,125	5 Sedan	1,850

Engine Own
 Cylinders 6
 Bore & Stroke..... $3\frac{1}{8} \times 4\frac{1}{2}$ "
 Rated H. P.....
 Brake H. P.....
 Shape of Cyl.....L-head
 Cast Block
 Valve Lift..... $5/16$ "
 Camshaft Drive Chain
 Cooling System Pump
 Oiling System.....Force feed splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Wagner & Remy
 Start & Light.....Wagner & Remy
 Spark Plugs $7/8$ "
 Battery 6-volt
 Clutch Dry disc
 Rear Axle Make....Own
 Type Semi-floating
 Gear Ratio (H) 4.55
 Car Drives Thru....Springs
 Torque Taken By...Springs
 Wheelbase 112"
 Tread 56"
 Tires 32 x 4" Cord
 Rims Kelsey
 Rear Springs Semi-elliptic
 Weight 2400

STUTZ

Stutz Motor Car Co. of America, Indianapolis, Ind.

4-6 Touring	\$3,350	Bear Cat	\$3,250
2 Roadster	3,250	Coupe	4,800

Engine	Own
Cylinders	4
Bore & Stroke.....	4 3/8 x 6"
Rated H. P.....	30.63
Brake H. P.....	80
Shape of Cyl.....	T-head (opposite)
Cast	Block
Valve Lift.....	5/6 ex. 11/32 intake
Camshaft Drive ...	Helical gear
Cooling System ...	Pump
Oiling System.....	Force feed splash
Carburetor	Stromberg
Fed By	Hand pressure & pump
Ignition	Delco
Start & Light.....	Remy
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Dry disc
Rear Axle Make....	Own
Type	3/4 floating
Gear Ratio (H)	3.75 depending on model
Car Drives Thru...	Torque tube
Torque Taken By...	Torque tube
Wheelbase	130" and 120"
Tread	56"
Tires	32 x 4 1/2"
Rims	Stanweld
Rear Springs	Semi-elliptic
Weight	3800—depending on model

Year	Model	Cyl.	Serial Numbers	Value To-day
1912	A	4		\$
1913	B	4		\$
1914	C	4		\$
1915	F	4-6	2301-2867	\$ 350
1916	C	4	2901-4313	750
1917	R	4	4401-6407	1,000
1918	S	4	1-2396	1,400
1919	G	4	2501-4503	1,700
1920	H	4	5001-8000	2,000
1921	K	4	10000-up	\$

*Serial numbers: left side dash. Motor numbers:
right side motor.*

STUTZ—(Continued)

Year		Type	Price	H. P
1914	4-E	Road.	\$2,000	36
		6-Pass. Tour.	2,150	36
		Coupe	2,600	36
	6-E (6)	Road.	2,250	38
		6-Pass. Tour.	2,450	38
1915	HCS	Speedster	1,475	22
	4-F	Road., Race.	2,000	36
		4-Pass. Tour.	2,250	36
		6-Pass. Tour.	2,275	36
	6-F (6)	Road., Race.	2,250	38
		6-Pass. Tour.	2,525	38
1916	Bearcat	2-Pass. Road.	2,000	36
	Roadster	Road.	2,100	36
	Bulldog	4-Pass. Tour.	2,250	36
	Touring	6-Pass. Tour.	2,300	36
	Bulldog Sp.	4-Pass. Tour.	2,550	36
1917	Road. (4)	Roadster	2,375	36
	Bulldog Sp.			
	(4)	4-6-Pass. Tour.	2,550	36
	Bearcat (4)	Racy Roadster	2,550	31
1918	Series S (4)	4-Pass. Road.	2,550	31
		Bearcat	2,550	31
		4-Pass. Cl. Cpld.	2,650	31
		6-7-Pass. Tour.	2,750	31
1919	G	2-Pass. Bearcat	2,750	30
		4-7-Ps. Road., Tour.	2,850	30
1920	H	2-Ps. Bearcat Road.	3,500	31
		4-5-6-7-Ps. Close-Coupled Tour.	3,600	31
1921	K	4-6-Pass. Touring	3,350	31
		2-Ps. Rd., Bearcat	3,250	31

TEMPLAR

Templar Motors Corp., Cleveland, Ohio

5 Touring	\$2,385	Limousine	\$
2-4 Roadster	2,385	3 Coupe	\$3,185
5 Sedan	3,185	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke	3 $\frac{1}{8}$ x 5 $\frac{1}{2}$ "
Rated H. P.	18.23
Brake H. P.	43
Shape of Cyl.	Valve-in-head
Cast	Block
Valve Lift	 $\frac{3}{8}$ "
Camshaft Drive	Chain
Cooling System	Pump
Oiling System	Full force feed
Carburetor	Stromberg 1 $\frac{1}{4}$ "
Fed By	Vacuum
Ignition	Bijur
Start & Light	Bijur
Spark Plugs	 $\frac{7}{8}$ "
Battery	Prest-O-Lite
Clutch	Plate
Rear Axle Make	E. S. Axle
Type	Semi-floating
Gear Ratio (H)	4.40
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	118"
Tread	56"
Tires	32 x 4"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	2900 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	A445	4	1-150	\$
1919	A445	4	151-1200	\$1,200
1920	A445	6	1201-3000	3,000

Serial numbers: on dash. Motor numbers: left front motor support.

Year		Type	Price	H. P.
1917	445 (4)	4-Pass. Tour.	\$1,250	18
1918	A-445 (4)	4-5-Pass. Tour.	2,085	18
		4-Pass. Victoria	2,285	18
		2-Pass. Tr., Road.	2,385	18

TEMPLAR—(Continued)

Year		Type	Price	H.P.
1919	A-445	5-Pass. Tour.	2,185	18
		2-Pass. Road.	2,385	18
		5-Pass. Sedan	3,285	18
1920		2-5-Ps. Road.. Tr.	2,885	18
		4-Pass. Sportette	2,885	18
		3-5-P. Coupe, Sedan	3,785	18

TEXAN

Texas Motor Car Ass'n, Fort Worth, Texas

Touring	\$1,195	Sedan	\$1,745
Roadster	1,195	Coupe	1,695

Engine Lycoming
 Cylinders 4
 Bore and Stroke....3½ x 5"
 Rated H. P.....19.60
 Brake H. P.....35
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift
 Camshaft Drive Helical
 Cooling System Thermo-syphon
 Oiling System Force and splash
 Carburetor Carter
 Fed By Vacuum
 Ignition Connecticut
 Start and Light....Bijur
 Spark Plugs ¾"
 Battery Prest-O-Lite 6 volt
 Clutch Dry plate
 Rear Axle Make....Peru
 Type Full floating
 Gear Ratio (H)....4.25
 Car Drives Thru....Springs
 Torque Taken By...Torque arm
 Wheelbase 114"
 Tread 56"
 Tires 33 x 4"
 Rims Stanweld
 Rear Springs Cantilever
 Weight 2625

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	A, B-38	4	1-	\$
1919		4	692-	\$ 850
1920		4	692-	1,100

Serial numbers: right side, under cushion of seat.

Motor numbers: right side of motor.

TEXAN—(Continued)

Year		Type	Price	H. P.
1919		Roadster	\$1,150	35
1920	A, B-38	2-5-Pass. Road., Tour.	1,495	35

TULSA

Tulsa Automobile Corp., Tulsa, Okla.

5 Touring	\$1,385	Sedan	\$
2 Roadster	1,385	Coupe	\$

Engine Herschell-Spillman
 Cylinders 4
 Bore and Stroke....3½ x 5"
 Rated H. P.....19.60
 Brake H. P.....35
 Shape of Cylinder...L-head
 Cast Block
 Valve Lift 3/16"
 Camshaft Drive ...Helical
 Cooling System Thermo-syphon
 Oiling System Force and splash
 Carburetor Zenith
 Fed By Vacuum
 Ignition Connecticut
 Start and Light....Dyneto
 Spark Plugs 7/8"
 Battery Exide 6 volt
 Clutch Dry disc
 Rear Axle Make....Salisbury
 Type Full floating
 Gear Ratio (H)....4.50
 Car Drives Thru...Springs
 Torque Taken By...Springs
 Wheelbase 117½"
 Tread 56"
 Tires 33 x 4"
 Rims Stanweld
 Rear Springs Semi-elliptical
 Weight 2500

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	D-1	4	3000-3100	\$650
1919	D-2	-	3101-3445	850
1920	E	4	3446-	950

**VELIE
Model 34**

Velie Motors Corp., Moline, Ill.

Prices 34 Series

5-Pass. Touring \$1,385 5 Pass. Sedan \$2,085
2 Pass. Roadster 1,385

Engine Falls
Cylinders 6
Bore and Stroke...3¼ x 4¼"
Rated H. P.....23.5
Brake H. P.....40
Shape of Cylinder...Overhead
Cast Enbloc
Valve Lift
Camshaft Drive Hel. Gear
Cooling System Thermo
Oiling System Splash
Carburetor Stromberg 1"
Fed By Vacuum
Ignition
Start and Light....Westinghouse
Spark Plugs 7/8"
Battery Willard 6 volt
Clutch Dry disc
Rear Axle Make...Columbia
Type ¾ floating
Gear Ratio (H)....4.75
Car Drives Thru...Springs
Torque Taken By...Springs
Wheelbase 112"
Tread 56"
Tires 32 x 3½" Cord
Rims Firestone
Rear Springs Semi-ellip.
Weight 2750

VELIE Series 48

Velie Motors Corp., Moline, Ill.

5 Touring	\$1,585	7 Touring	\$1,950
2-4 Roadster	1,585-1,800	4 Coupe	\$2,650
5 Sedan	2,650-2,485	Brougham	\$

Engine	Continental
Cylinders	6
Bore and Stroke	3¼ x 4½"
Rated H. P.	25.35
Brake H. P.	55
Shape of Cylinder	L-head
Cast	Block
Valve Lift	.33
Camshaft Drive	Helical Gear
Cooling System	Pump
Oiling System	Force feed-splash
Carburetor	Stromberg
Fed By	Vacuum
Ignition	Atwater-Kent
Start and Light	Bijur
Spark Plugs	7/8"
Battery	Willard 6 volt
Clutch	Dry disc
Rear Axle Make	Timken
Type	¾ floating
Gear Ratio (H)	4.66
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	115"
Tread	56"
Tires	32 x 4" cord
Rims	Firestone
Rear Springs	¼-elliptic (Stamper)
Weight	2980 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	9	4	17001-19251	\$
	12	6	19252-19705	\$
	10	6	17101-17300	\$
	11	4	32101-32500	\$
1915	11-12	4	32101-32500	\$ 150
	12-2 & 12	4		
	14	6	17301-19251	\$ 200
	12-2 & 15	6	19301-19451	\$
1916	15-6	6	19501-20690	\$
	22	6	35000-39000	\$ 325

VELIE—(Continued)

1917	28	6	50000-57925	\$ 450
	27	6	40000-40477	\$ 450
1918	38	6	57926-62000	\$ 750
	39	6	40473-up	\$ 800
1919	38	6	62001-up	\$ 900
	39	6	40473-up	\$
1920	48	6	40000-	\$1,000

Serial numbers: end of seat in front on left side;
also right gooseneck. Motor numbers: left side
motor, in center.

Year	Model	Type	Price	H. P.
1914	4-35	5-Pass. Tour.	\$1,500	26
	4-45	Tp., Rd., Tr.	2,000	34
	6-50 (6)	Tp., Rd., Tr.	2,350	34
1915	Biltwell Six(6)	Rd., 5-Pass. Tr.	1,595	29
		6-Pass. Tour.	1,645	29
		Coupe	1,850	29
	Series 11	Tour.	1,500	26
	Series 12	Road., Tour.	1,750	34
		Sedan	2,485	34
	Series 14 (6)	Road., Tour.	2,015	34
		Sedan	2,715	34
1916	22 (6)	2-Pass. Road.	1,045	25
	22 (6)	Tour.	1,065	25
	15 (6)	Tour	1,400	29
1917	28 (6)	4-Pass. Rd. Tr.	1,185	25
		2-Pass. Rd.	1,165	25
		Cabriolet	1,595	25
		Tour. Sedan	1,735	25
		Coupe	1,800	25
		Town Car	2,300	25
	27 (6)	7-Pass. Tr.	1,650	29
1918	38 (6)	2, 4-Pass. Road.	1,390	25
		5-Pass. Tour.	1,390	25
		Cabriolet	1,850	25
		Tour. Sedan	1,935	25
		Coupe	1,950	25
		Town Car	2,500	25
	39 (6)	7-Pass. Tr.	1,645	29
		4-Pass. Spstr.	1,900	29
1919	38	2-5-Ps. Road., Tour.	1,525	25
		5-Pass. Town Car	2,500	25
		4-Pass. Cabriolet	1,975	25
		3-5-Ps. Coupe, Sedan	2,025	25
1920	48	2-5-Ps. Road., Tour.	1,885	25
		4-6-Ps. Coupe, Sedan	2,650	25
		4-Pass. Sport	2,100	25
		5-Pass. Tour.	1,585	25

VERNON (IDEAL FOUR)
Vernon Automobile Corp., Mount Vernon, N. Y.
Chassis \$645

7 Phaeton \$1,695 **7 Salonette \$1,995**

Engine Own (Able) J-4
 Cylinders 4
 Bore & Stroke.....3 x 4½"
 Rated H. P.....22.05
 Brake H. P.....45
 Shape of Cyl.....T-Head
 Cylinder Cast Block
 Valve Lift 7/32"
 Camshaft Drive Helical
 Cooling System Thermo-Syphon
 Oiling System Force and Splash
 Carburetor Carter
 Fed By Gravity
 Ignition System....Atwater-Kent
 Start & Light.....Ward Leonard
 Spark Plugs Mosler
 Battery Prest-O-Lite
 Clutch Dry Plate
 Rear Axle Own
 Type Full Floating
 Gear Ratio 4.25
 Car Drives Thru....Springs
 Torque Taken By..Springs
 Wheelbase 103"
 Tread 56"
 Tires 30 x 3½"
 Rims Standardized
 Rear Springs ¼ Cantilever
 Weight 1500 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1918	418	4	201-400	\$ 200
	818	8	401-500	\$ 450
1919	419	4	501-900	\$ 250
	819	8	901-1100	\$ 500
1920	420	4	1101-1700	\$ 450
	820	8	1701-2000	\$ 850
1921	421-J	4	2001-3000	\$
	821-K	8	3001-up	\$

Serial numbers: on dash right side under hood.

Engine numbers: on right side of cylinder block.

VERNON (8 DE LUXE)

Vernon Automobile Corp., Mount Vernon, N. Y.

4 Clubster \$845

4 Divanette \$1,045

Engine	Own (Able) K-8
Cylinders	8
Bore & Stroke.....	2 $\frac{5}{8}$ x 4 $\frac{1}{2}$ "
Rated H. P.....	14.40
Brake H. P.....	70
Shape of Cyl.....	T-Head
Cylinder Cast	Fours
Valve Lift	7/32"
Camshaft Drive	Helical
Cooling System	Thermo-Syphon
Oiling System	Force and Splash
Carburetor	Ball & Ball
Fed By	Gravity
Ignition System.....	Philbrin
Start & Light.....	Ward Leonard
Spark Plugs	Mosler
Battery	Prest-O-Lite
Clutch	Dry Plate
Rear Axle	Own
Type	Full Floating
Gear Ratio	4.63
Car Drives Thru....	Springs
Torque Taken By..	Springs
Wheelbase	115"
Tread	56"
Tires	31 x 4"
Rims	Standardized
Rear Springs	$\frac{1}{2}$ Cantilever
Weight	2100 lbs.

Note.—See Serial Numbers under other model.

Chassis \$1,245

	Models			Models	
	6-55	6-66		6-55	6-66
5 Touring Sedan	\$1,885 -	\$2,085	Coupe	\$2,785 -	\$2,885
	\$2,885 -	\$2,985			

Engine	Hershell-Spillman and Continental 9N
Cylinders	6
Bore & Stroke.....	3¼ x 5", 3½ x 5¼"
Rated H. P.....	25.35, 29.40
Brake H. P.....	50, 60
Shape of Cyl.....	L-head
Cylinder Cast	Block
Valve Lift	5/16"
Camshaft Drive	Helical
Cooling System	Pump
Oiling System	Force and Splash
Carburetor	Schebler
Fed By	Vacuum
Ignition System.....	Connecticut
Start & Light.....	Auto-Lite
Spark Plugs	7/8"
Battery	Willard-6
Clutch	Dry Plate
Rear Axle	Salisbury
Type	Semi-floating
Gear Ratio	4.50
Car Drives Thru....	Springs
Torque Taken By....	Springs
Wheelbase	125"
Tread	56"
Tires	32 x 4", 33 x 4½"
Rims	Firestone
Rear Springs	Semi-elliptic
Weight	

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	G-4-36	4	T-115	\$
	C-8-48	8		
1917	G-4-35	4	116-350	\$
1918	8-38	8		
1918	6-45	6		
1919	6-46	6	400-200	\$

VOGUE—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	6-55	6	1000-2000	\$
	6-56	6		
1921	6-55, 66	6	1000-2000	\$

Serial numbers: on dash under instrument board.

Motor numbers: on left side of motor next to oil filler pipe.

Year	Model	Type	Price	H. P.
1917	4-36	5-Pass. Tour.	\$ 985	22
		4-Pass. Chummy Rd.	1,040	22
	8-48	5-Pass. Tour.	1,395	29
		4-Pass. Chummy Rd.	1,395	29
1918	4-36 (4)	5-Ps. Tr., 5-Ps. Rd.	1,195	22
		5-Pass. Sedan	1,595	22
	6-45 (6)	5-Ps. Tr., 5-Ps. Rd.	1,495	25
		5-Pass. Sedan	1,895	25
	8-48 (8)	5-Ps. Tr., 5-Ps. Rd.	1,795	29
		5-Pass. Sedan	2,195	29
1919	6-46	5-Pass. Tour., Road.	1,695	29
		5-Pass. Sedan	2,195	29
1920		Chum. Road., Tour.	1,795	29
		Sedan, Coupe	2,475	29

WASP

Martin-Wasp Corp., Bennington, Vt.

4-Pass. Sport \$5,500

Engine Wisconsin
 Cylinders 4
 Bore & Stroke.....4¼ x 5½"
 Rated H. P.....36.10
 Brake H. P.....70
 Shape of Cyl.....T
 Cast Pairs
 Valve Lift 9/32"
 Camshaft Drive Helical
 Cooling System Pump
 Oiling System Force and Splash
 Carburetor Stromberg
 Fed By Vacuum
 Ignition Bosch
 Start & Light.....Westinghouse
 Spark Plugs 7/8"
 Battery Exide-6
 Clutch Dry Disc
 Rear Axle Make....Timkin
 Type Full-floating
 Gear Ratio (H)....3.00
 Car Drives Thru....Torque Arm
 Torque Taken By...Torque Arm
 Wheelbase 132"
 Tread 56"
 Tread 33 x 5" Cord
 Tires Firestone
 Rear Springs Semi-elliptic
 Weight 3800 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	2011	4	2011-	\$3,500

Serial numbers: left side of motor base. Motor numbers: same location.

Year	Type	Price	H. P.
1920	4-Pass. Open Sport	\$6,500	36
1921	4-Pass. Open Sport	5,500	36

WESTCOTT (MODELS C38-C48)

Westcott Motor Car Corp., Springfield, O.

5-7 Touring	\$2,290-\$2,990	7 Limousine	\$4,690
2 Roadster	\$2,990	4 Coupe	\$3,390
7 Sedan	\$3,390-\$4,590	Brougham	\$

Engine	Continental
Cylinders	6
Bore & Stroke.....	3½x5¼" 3¼x4½"
Rated H. P.....	29.40 25.35
Brake H. P.....	51 55
Shape of Cyl.....	L-head
Cast	Block
Valve Lift	.30
Camshaft Drive	Helical gear
Cooling System	Pump
Oiling System	Force feed-splash
Carburetor	Rayfield 1½"
Fed By	Vacuum
Ignition	Delco
Start & Light.....	Delco
Spark Plugs	⅞"
Battery	Willard 6 volt
Clutch	Dry plate
Rear Axle Make....	Timken
Type	Semi-floating
Gear Ratio (H)....	4.45 and 5.1
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	118"
Tread	56"
Tires	56"
Rims	33 x 4" cord
Rims	Firestone
Rear Springs	Semi-elliptic (Mather)
Weight	2800 lbs.

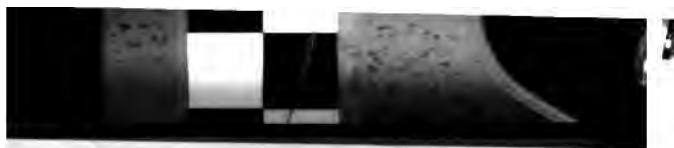
Year	Model	Cyl.	Serial Numbers	Value To-day
1914	030	4	1019-1102	\$
1915	035	4	1103-1348	\$ 200
1916	41	6	4001-4199	\$ 225
	42	6	4201-4600	\$ 400
	51	6	5001-5402	\$ 450
1917	S17	6	5501-6290	\$ 600
1918	S18	6	6291-7199	\$1,000
1919	S18A	6	7200-8000	\$1,300
	A48	6	8001-up	\$
	A38	6	10001-11000	\$
	B38	6	11001-13000	\$

WESTCOTT—(Continued)

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	C48	6	20001-	\$2,550
	C38	6	13001-	\$1,150
1921	(Models and serial numbers continued)			

Serial numbers: right side dash under hood. Motor number: left side motor.

Year	Model	Type	Price	H. P.
1914	4-40	Road., Tour.	\$1,985	32
	(6)	Road.	2,485	38
		5,7 Pass. Tr.	2,535	38
	30	5-Pass. Tour.	1,385	20
1915	O	Rd., Spd., Tr.	1,185	20
	U (6)	Road., Tour.	1,585	29
1916	41 (6)	Rd., 5-Pass. Tr.	1,295	25
		Cabriolet	1,595	25
	42 (6)	Road., Tour.	1,445	29
		Cabriolet	1,745	29
	51 (6)	Rd., 7-Pass. Tr.	1,595	29
		Sedan	1,945	29
1917	Series 17	Chassis	1,500	29
		Rd., 5-Pass. T.	1,590	29
		7-Pass. Tour.	1,690	29
		3-Pass. Cabriolet	1,890	29
		5-Pass. Sedan	2,090	29
		7-Pass. Sedan	2,190	29
1918	Series 18	5-7-Pass. Road., Tour.	2,090	29
		7-Pass. Sedan	3,190	29
		4-Pass. Coupe	3,190	29
	Series 18-A	4-7-Pass. Road., Tour.	2,490	29
1919	A-38	2-5-Pass. Road., Tour.	1,775	25
		2-Pass. Coupe	2,790	25
		5-Pass. Sedan	3,190	25
	A-48	5-7-Pass. Tour.	2,590	29
		7-Pass. Sed.-Limo.	4,490	29
1920	C-38	2-5-Pass. Road., Tour.	2,690	25
		4-5-Ps. Coupe, Sedan	3,890	25
	C-48	5-7-Pass. Tour.	3,190	29
		7-Pass. Sedan	4,790	29
		7-Pass. Sedan-Limo.	4,890	29



WILLS SAINTE CLAIRE

C. H. Wills & Co., Marysville, Mich.

5 Touring	\$2,875	7 Sedan	\$4,100
4 Roadster	\$2,875	4 Coupe	\$3,750

Engine Own
Cylinders 8
Bore & Stroke.....3¼ x 4"
Rated H. P.....33
Brake H. P.....65
Shape of Cyl.....V 60
Cast Block
Valve Lift
Camshaft Drive Overhead
Cooling System Thermo syphon
Oiling System Force feed
Carburetor Zenith
Fed By Vacuum
Ignition Delco
Start & Light.....Delco
Spark Plugs 7/8"
Battery Willard 6 volt
Clutch Dry Plate
Rear Axle Make....Own
Type Semi-floating
Gear Ratio (H)....4.4
Car Drives Thru...Torque
Torque Taken By...Torque
Wheelbase 121"
Tread 56"
Tires 32 x 4½"
Rims Firestone
Rear Springs Semi-elliptic
Weight 3250 lbs.

Car numbers on dash board. Motor number on
left front of arm.

1921-22 First Series.

WILLYS-KNIGHT

Willys-Overland Co., Toledo, O.

5 Touring	\$1,525	Limousine	\$
3 Roadster	\$1,475	4 Coupe	\$2,195
5 Sedan	\$2,395	Brougham	\$

Engine	Own
Cylinders	4
Bore & Stroke	3½ x 4½"
Rated H. P.	21.03
Brake H. P.	48
Shape of Cyl.	Sleeve Valve
Cast	Block
Valve Lift	7/32"
Camshaft Drive	Chain
Cooling System	Thermo-syphon
Oiling System	Force feed-splash
Carburetor	Tilloston
Fed By	Vacuum
Ignition	Connecticut
Start & Light	Auto-Lite
Spark Plugs	7/8"
Battery	Prest-O-Lite 6 volt
Clutch	Single dry plate
Rear Axle Make	Own
Type	Semi-floating
Gear Ratio (H)	4.30
Car Drives Thru	Springs
Torque Taken By	Springs
Wheelbase	118"
Tread	56"
Tires	33 x 4" cord
Rims	Stanweld
Rear Springs	Semi-elliptic
Weight	3040 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1916	84	6	1-5001	\$
	84B	4	1-7726	\$ 350
1917	88	4	1-9057	\$ 700
	88	8	1-1419	\$ 600
1918	88	8	9057-14020	\$ 800
	88	4	1419-2392	\$ 900
1918	89-6	4	4944-11200	\$
1919	88-8	8	2305-2756	\$
1919	89-6	6	11200-12000	\$
1921	20	6	12680-up	\$

Serial number: chassis rail near left front.

Motor numbers: left side motor, above carburetor.

(See Overland, Page 216)

WINTHER

Winther Motor Sales Corp., Kenosha, Wis.

5 Touring Price on application

Engine	Hershell-Spillman
Cylinders	6
Bore & Stroke.....	3¼ x 5"
Rated H. P.....	25.3
Brake H. P.....	58
Shape of Cyl.....	L-head
Cast	Block
Valve Lift	5/16"
Camshaft Drive.....	Helical gear
Cooling System.....	Pump
Oiling System	Force-Feed-Splash
Carburetor	Stromberg 1¼"
Fed By	Vacuum
Ignition	Westinghouse
Start & Light	Westinghouse
Spark Plugs	¾"
Battery	Willard 6 volt
Clutch	Dry Multiple Disc
Rear Axle Make.....	¾ Floating
Gear Ratio (H).....	4.05
Car Drives Thru....	Springs
Torque Taken By...	Springs
Wheelbase	120"
Tread	56"
Tires	33x4" Cd., Gdys. or Frstne.
Rims	Firestone
Rear Springs	Semi-elliptic (Detroit)
Weight	3150 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1920	61	6	61001-	\$

Serial numbers: left front motor support cross-bar. Motor numbers: left side of crankcase.

Year	Model	Type	Price H. P.
1920	61	5-Pass. Tour.	\$ On 25 Appli- cation

Winton Company, Cleveland, O.

5-67- Touring	\$4,600	7 Limousine	\$6,350
2-3-4 Roadster	\$4,600	Coupe	\$
7 Sedan	\$6,200	7 Brougham	\$5,950
7 Landau	\$6,350		

Engine Own
Cylinders 6
Bore & Stroke..... $3\frac{3}{4} \times 5\frac{1}{4}"$
Rated H. P..... $33.75 \xrightarrow{4\frac{1}{2} \times 5\frac{1}{2}"} 48.60$
Brake H. P.....70. 90.
Shape of Cyl.....L-head
Cast Pairs
Valve Lift $5/16"$
Camshaft Drive.....Chain
Cooling System.....Pump
Oiling System Full force feed
Carburetor Stromberg $1\frac{1}{2}"$
Fed By Vacuum
Ignition Bosch
Start & Light Bijur
Spark Plugs $\frac{7}{8}"$ Since 1914
Battery Willard 6 volt
Clutch Dry multi-disc
Rear Axle Make....Timken
Type Full floating
Gear Ratio (H)....4.90
Car Drives Thru...Springs
Torque Taken By...Torque arm
Wheelbase $132" \quad 138"$
Tread $56"$
Tires $35 \times 5"$
Rims Firestone
Rear Springs $\frac{3}{4}$ elliptic (Stampar)
Weight 3870 lbs. 4350 lbs.

Year	Model	Cyl.	Serial Numbers	Value To-day
1914	20	6	15000-16030	\$
1915	21		17000-18037	\$ 400
	21A		20000-21300	\$ 500
1916	22		25000-25495	\$ 800
	22A		20000-31961	\$1,000
1917	22		26000-26612	\$1,000
	22A		32000-33621	\$1,100
1918	22		26614-27071	\$1,100
	22A		33622-34169	\$1,200

WINTON—(Continued)

Year		Type	Price	Value H. P.
1919	24	28001-		\$2,000
	25	35000-		\$
1920	24	Continued		\$3,600
	25			\$

Serial numbers: left front leg of motor, also left front door post. Motor numbers: left front leg of motor.

Year	Model	Type	Price	H. P.
1914	20 (6)	Rn., T. T., 4, 5-Ps. Tr.	\$3,250	49
		6, 7-Pass. Tr.	3,500	49
		Cp., Three-Qtr. Lim.	4,350	49
		F-d. Lim., Lan.	4,600	49
1915	21-A (6)	Road., Tour.	2,285	34
		6, 7-Pass. Tr.	2,485	34
		Lim., Lan., Sedan	3,500	34
	21 (6)	Rn., 4-P.T.T., 5-Ps. Tr.	3,250	49
		6, 7-Pass. Tour.	3,500	49
		Three-Qtr. Limousine	4,350	49
		Limousine, Landau	4,600	49
1916	22-A (6)	Rn., Rd., 4, 5-Pass. Tr.	2,485	34
		7-Pass. Tour.	2,535	34
		6-Pass. Tour.	2,635	34
		Coupelet	2,800	34
		Coupe	3,400	34
		Three-Qtr. Limousine	3,450	34
		4-door Limousine	3,700	34
		Limousine, Lan., Sdn.	3,700	34
1916	22 (6)	R. 4-P. R. 5, 6, 7-P. Tr.	3,500	49
		Cpe., Three-Qtr. Lim.	4,500	49
		Lim., Lan., Sedan	4,750	49
1917	22-A (6)	2,3,4-Ps. Rd., 5-Ps. Tr.	2,950	34
		6, 7-Pass. Tour.	3,000	34
		Coupelet	3,265	34
		7-Ps. Tr. (perm. top)	3,600	34
		Cpe., French Limo.	3,950	34
		Three-Qtr. Limousine	3,950	34
		Conv. Sedan	4,000	34
		Sn., Lm., Ln., 4-Dr. Lm.	4,200	34
1917	22 (6)	Rd., 4-Pass. Rd.,		
		5, 6, 7-Pass. Tr.	3,500	49
		Cpe., Three-Qtr. Lim.	4,500	49
		Lim.-Lan., Sedan	4,750	49

WINTON—(Continued)

Year	Model	Type	Price	H.P.		
1918	33 (6)	Run., 4, 5-Pss. Tour.	\$3,150	34		
		6, 7-Pass. Tour.	3,200	34		
		Coupelet	3,465	34		
		Cpe., Three Qtr. Lim.	4,150	34		
		Sedan, Limo. Lan.	4,400	34		
		Four-Door. Limo.	4,400	34		
	48 (6)	Run. 4, 5-Pass. Tour.	3,850	49		
		6, 7-Pass. Tour.	3,850	49		
		Coupelet	4,100	49		
		Cpe., 7-Pass. Lim.	4,850	49		
		Sedan, Limo. Lan.	5,100	49		
		Four-Door Limo.	5,100	49		
		1919	24	2-3-4-Ps. Road.	4,350	49
				4-6-7-Pass. Tour.	4,350	49
1920	25	7-Pass. Fr. & ¾ Limo. & T'n Car	5,350	49		
		7-Pass. F-Door Sdn.	5,600	49		
		7-Pass. Limo.	5,600	49		
		2-3-4-Pass. Road.	4,600	34		
		5-6-7-Pass. Tour.	4,600	34		
		4-Pass. Victoria	5,950	34		
		7-Ps. ¾ Lim. & T'n Car	5,950	34		
		4-Pass. Sport Sedan	5,950	34		
		7-Ps. F-Door Sedan and Limo.	6,200	34		
		7-Pass. Limo.-Lan.	6,350	34		
1921		7-Pass. Tour., Rd.	4,600	34		
		7-Pass. Sedan	6,200	34		
		7-Pass. Lan., Lim.	6,350	34		

WOLVERINE

Wolverine Motor Car Co., Kalamazoo, Mich.

Touring \$3,500
Roadster \$

Coupe \$
Sedan \$

Engine	Duesenberg
Cylinders	4
Bore & Stroke.....	4 x 6"
Rated H. P.....	25.00
Brake H. P.....	90
Shape of Cyl.....	L-head
Cast	Block
Valve Lift	5/8"
Camshaft Drive.....	Spur
Cooling System	Pump
Oiling System	Force and Splash
Carburetor	Miller
Fed By	Vacuum
Ignition	Bosch
Start & Light	Bijur
Spark Plugs	7/8"
Battery	Prest-O-Lite 6 volt
Clutch	Dry Disc
Rear Axle Make....	American
Type	Full Floating
Gear Ratio (H)....	2,94
Car Drives Thru....	
Torque Taken By...	Springs
Wheelbase	117"
Tread	56"
Tires	32 x 4½"
Rims	
Rear Springs	Semi-elliptical
Weight	2340 lbs.

PARTS FOR ORPHAN CARS

ABBOTT—4, 25, 31 & 37
ABBOTT-DETROIT—5
ACME PLEASURE—31
AEROCAR—13 & 31
ALCO—1, 17 & 31
ALLEN KINGSTON—31
ALLIS-CHAMBERS—31
ALPENA—4 & 31
AMERICAN MORS—34
AMERICAN UNDERSLUNG—4, 26, 31 & 52
ARBENZ—57
ARGO—18 & 31
BAUER—7
BIDDLE—61
BIMEL—31 & 53
BRUSH—13 35, 36 & 37
CALIFORNIA—31
CAMPBELL—60
CARNATION—3, 4, 31 & 37
CARTERCAR—13 & 31
COLBY—3, 21 & 31
COLUMBUS ELECTRIC—8 & 10
COMET—31
CORREJA—4
CRESENT—31 & 33
CROW—4, 12 & 31
CROSTON-KEETON—31
DE LUXE—31
DETROITER—4, 13, 25 & 31
DRAGON—17, 30 & 31
DREXEL—4
DRUMMOND—4
DUER—39
EDWARDS KNIGHT—31
ELCO—53
ELK—31
EMPIRE—26 & 49
ENGER—4 & 40
F. A. L.—4 & 31
FIRESTONE-COLUMBUS—4, 10 & 31
GLIDE—59
G. J. G.—20 & 31
GREAT WESTERN—18 & 31
GROUT—31 & 32

PARTS FOR ORPHAN CARS—(Cont.)

HAL—4 & 37
HATFIELD—4
HAVERS—4, 17 & 31
HERCULES—4
HERFF-BROOKS—44
HERRESHOFF—17, 31 & 54

IMPERIAL—3, 4, 5, 31 & 37
INTER-STATE—4 & 37

JACKSON—5
JEFFERY 5

KEETON—31, 37 & 47
KENT—41

LAUREL—56
LINCOLN—51
LOZIER—17, 25 & 31

MARATHON—4, 5, 13, 28 & 31
MARION—4, 5, 13, 17, 26, 31 & 55
MARION-HANDLEY—17
MASON—31 & 37
METZ—5 & 25
MONARCH—4 & 3
MONROE—4
MOYER—4 & 31

NEW ERA—4 & 37
NYBERG—4, 26 & 31

OHIO—5, 13, 31 & 33

PALMER-SINGER—4, 5, 6 & 31
PARTIN-PALMER—3 & 5
PATHFINDER—4, 25 & 29
PERU—31
PIONEER—31
POPE-HARTFORD—5, 7, 18 & 31
POPE-TOLEDO—31
PRATT—16
PRINCESS—4
PULLMAN—3, 4, 17, 25, 31 & 35

R. C. H.—3, 4, 5, 13, 17, 23, 30, 31 & 46
RAMBLER—5 & 13
REED—13
REGAL—3, 4, 5, 13 & 25

PARTS FOR ORPHAN CARS—(Cont.)

RICHMOND—44

ROSS—3, 4, 18 & 25

ROYAL-TOURIST—31

S. G. V.—31, 58

SPAULDING—31

SPEEDWELL—4, 17, 19, 24 & 31

SPHINX—3, 4 & 25

STAYER—3, 4, 5, 13, 31 & 50

STERLING—31

STEVENS-DURYE—5, 11, 27, 31 & 42

STODDARD-DAYTON—3, 4, 5, 6, 13, 31, 35, 36 & 37

SUN—4

THOMAS—43

TISCHER—39

TOURIST—46

TRUMBULL—25 & 3

TWOMBLY—31

VICTOR—4

WAHL—31

WARREN-DETROIT—3, 4, 5, 14, 17 & 31

WHITING—3, 4, 9, 31

WOODWORTH—31

YALE—4 & 31

1. Alco Service Co., 158-62 N. 22nd St., Philadelphia, Pa.
2. Alter Motor Car Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
3. Auto Gear Co., 1411 Hennepin Ave., Minneapolis, Minn..
4. Auto Gear & Parts Co., 291-93 Marietta St., Atlanta, Ga. (Transmission & rear axle gears & shafts.)
5. Auto Parts Co., 4116-18 Olive St., St. Louis, Mo.
6. Auto Salvage Co., Inc., 2823-25 Locust St., St. Louis, Mo.
7. Bauer Machine Co., 109-13 W. 18th St., Kansas City, Mo.
8. Butler Mfg. Co., 1324-26 Grand Ave., Kansas City, Mo.
9. Chevrolet Motor Co., of New York, Tarrytown, N. Y.

PARTS FOR ORPHAN CARS—(Cont.)

10. Columbus Buggy Parts Co., 400 Dublin Ave., Columbus, Ohio.
11. F. C. Colwell Co., 807-809 Race St., Cincinnati, Ohio.
12. The Crow-Elkhart Motor Corp., Main & Simonton St., Elkhart, Ind. (All parts except motor.)
13. The Daniel-Akeley Auto Parts Co., 64-82 Galena Blvd., Aurora, Ill.
14. Carey A. Davis, 486 Louisiana Ave., Washington, D. C.
15. De Kalb Wagon Co., De Kalb, Ill.
16. Elkhart Carriage & Motor Car Co., Beardsley Ave., Elkhart, Ind.
17. Jos. C. Gorey & Co., 354 W. 50th St., New York, N. Y.
18. Great Western Auto Co., Kalamazoo, Mich.
19. Green Engineering Co., 34 S. St. Clair St., Dayton, Ohio.
20. Grossman Auto Parts Co., White Plains, N. Y.
21. E. V. Harper, 306 S. Federal St., Mason City, Iowa.
22. The Hartford Motor Car Co., 410 Main St., Hartford, Conn.
23. W. H. Jahns Piston Factory, 2662-64 Lacey St., Los Angeles, Cal.
24. A. S. Kaney Service Auto Parts, 251 Boyer St., Dayton, Ohio.
25. Levene Motor Co., 2200-18 Diamond St., Philadelphia, Pa. (Ring gears & pinions.)
26. V. A. Longaker Co., 448 N. Capitol Ave., Indianapolis, Ind.
27. Magnetic Motors Corp., 2349 Michigan Ave., Chicago, Ill.
28. Marathon Service Co., Nashville, Tenn.
29. The Pathfinder Motor Co., of America, Washington Ave. & Geisendorf St., Indianapolis, Ind.
30. Philadelphia Machine Works, 61-67 Laurel St., Philadelphia, Pa.
31. Puritan Machine Co., 71 Puritan Bldg., Detroit, Mich.
32. Red Arrow Automobile Co., E. River St., Orange, Mass.
33. St. Bernard Garage, St. Bernard, Ohio.

PARTS FOR ORPHAN CARS—(Cont.)

34. St. Louis Car Co., 52000 N. 2nd St., St. Louis, Mo.
35. G. M. Schober, 3339-45 Market St., Philadelphia, Pa.
36. Standard Motor Parts Co., Newcastle, Ind.
37. Standard Motor Parts Co., Detroit, Mich.
38. Remy W. Stehl, 1523-25 Brandywine St., Philadelphia, Pa.
39. Chicago Coach & Carriage Co., 1223-31 Michigan Ave., Chicago, Ill.
40. Enger Motor Car Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
41. Florence Motor Co., 250-56 W. 54th St., New York, N. Y.
42. J. E. Newton Co., Cor. Bedford & Troy Sts., Fall River, Mass.
43. E. B. Thomas Motor Car Co., Buffalo, N. Y.
44. Wayne Works, Richmond, Ind.
45. J. L. Case Threshing Machine Co., Inc., 1265 Erie St., Racine, Wis.
46. W. J. Burt Motor Car Co., Pico & Hoyt Sts., Los Angeles, Cal.
47. Car-Nation Motor Car Co., Detroit, Mich.
48. Empire Automobile Co., Indianapolis, Ind.
49. Jackson Automobile Service Co., Jackson, Mich.
50. Staver Motor Car Co., 100 W. 55th St., Chicago, Ill.
51. Clydesdale Motor Truck Co., Amanda St., Clyde, Ohio.
52. American Motors Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
53. Bimel Automobile Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
54. Herreshoff Motor Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
55. Marion Motor Service Co., Washington Ave. & Geisendorf St., Indianapolis, Ind.
56. Laurel Motors Corp., Anderson, Ind.
57. Arbenz Car Co., Chillicothe, Ohio.
58. Pacific Motor Co., 221 West 53d St., New York, N. Y.
59. The Bartholomew Co., Peoria, Ill.
60. Campbell Motor Car Co., Kingston, N. Y.
61. Biddle Motor Car Co., 1 W. 142d St., New York, N. Y.

GEAR RATIOS

	5.3 to 1	
Monroe	5.25 to 1	
American	5.18 to 1	Bradley
Jackson	5 1/11 to 1	Chalmers
Essex	5 to 1	
Brooks	Hatfield	Lorraine
	4.91 to 1	
Pilot	4.90 to 1	
Holmes	Pan American	R & V Knight (6)
Oldsmobile	Peerless	Winton
	4 9/11 to 1	
Hudson	4.88 to 1	
King	4.87 to 1	
Hupmobile	Marshall	Rock Falls
	4.75 to 1	
Bour Davis	Davis	Seneca
Chalmers	Olympian	Sayers
Climber (Six)	Pilot (6-50)	Saxon
Climber (Four)	R & V Knight (4)	Velie
Columbia	Stephens	
	4.70 to 1	
Dixie Flyer	4.67 to 1	
Ferris	4.66 to 1	
Elgin	Liberty	Moon
	4.64 to 1	
Glide	6.63 to 1	
Allen	Lexington	Vernon (Eight)
Grant	Metz	

GEAR RATIOS—(Continued)

	4.61 to 1	
Buick (Six)	4.60 to 1	
Nash	Norwalk	Reo
	4 5/9 to 1	
Primier	4.58 to 1	
Halliday	Kline	Pennsy (Six)
Madison		
	4.55 to 1	
Crawford	Studebaker (Lt. Six)	
	4.5 to 1	
Ace	Geronimo	Paige
Anderson	Huffman	Paterson
Bell	Jones	Scripps-Booth
Birch (Lt. Four)	La Fayette	Severin
Buick (Four)	Maibolm	Stearns
Champion	Oakland	Tulsa
Elcar (Four)	Overland	Vogue
Elcar (Six)		
	4.46 to 1	
Cole	Murray	Standard
	4.45 to 1	
Bush De Luxe	Moon	Piedmont (Six)
Case	Ncma	Westcott (Six)
Dupont	Piedmont (Four)	
	4.4 to 1	
Cleveland	Colonial	Templar
Chandler		
	4.43 to 1	
Cadillac	4.42 to 1	
Auburn	Gardner	Haynes
Douglass		
	4.41 to 1	
Hollier	Metor	Mitchell
	4.36 to 1	
Packard		

GEAR RATIOS—(Continued)

	4.33 to 1	
Studebaker (Spe. Six)		
	4.31 to 1	
Hanson		
	4.30 to 1	
Willy-Knight		
	4.25 to 1	
Apperson	Chevrolet	Nelson
Beggs	Comet	Skelton
Birch (Super 6)	Commonwealth	Texan
Brewster	Monitor	Vernon
Champion	Moore	
	4.23 to 1	
Briscoe		
	4.17 to 1	
Dodge		
	4.15 to 1	
Birch (Lt. Six)		La Fayette
	4.14 to 1	
Mercer		
	4.12 to 1	
Dispatch		
	4.08 to 1	
Cunningham	Jordan	Pilgrim
Daniels	National	
	4.07 to 1	
Buick (Six)	Dort	Marion-Handley
	4.1 to 1	
Kenworthy		
	4 to 1	
Bush	Harroun	Owen-Magnetic
Crow-Elkhart	Harvard	Pennsy (Four)
Erie	La Marne	Phianna
Franklin		
	3 10/13 to 1	
Dorris		
	3.94 to 1	
Stevens	Duryea	

GEAR RATIOS—(Continued)

Roamer	3.88 to 1	
Mercer	3.87 to 1	
Locomobile	3.80 to 1	
Pierce-Arrow	3.78 to 1	
	3.75 to 1	
Austin	Marmon	Stutz
	3.71 to 1	
Studebaker (Big Six)		
	3.70 to 1	
Singer		
	3.64 to 1	
Ford	McFarlan	
Maxwell	3.58 to 1	
Revere	3.50 to 1	
Rolls-Royce	3.25 to 1	
Lozier	3.16 to 1	
Porter	3 to 1	Wasp
Wolverine	2.94 to 1	
Fiat	2.75 to 1	
Richard	2 to 1	

PISTON RINGS

Year	Model	Bore	Width of Groove	Rings each Piston
ALLEN				
1914	40	4 $\frac{1}{8}$	$\frac{1}{4}$	3
1914-15	100 Specials	3 $\frac{3}{4}$	$\frac{1}{4}$	3
1915	33, 34, 35	3 $\frac{3}{4}$	$\frac{1}{4}$	3
1916-20	All Models	3 $\frac{3}{4}$	$\frac{1}{4}$	3
ALSACE				
1920	All	3 $\frac{1}{2}$	3/16	3
AMERICAN				
1917	A	3	3/16	3
1917	B	3 $\frac{1}{8}$	5/32	3
1918	B	3 $\frac{1}{8}$	3/16	3
1919	B	3 $\frac{1}{8}$	5/32	3
1920	B	3 $\frac{1}{8}$	3/16	4
1921	C	3 $\frac{1}{8}$	3/16	3
AMERICAN BEAUTY				
All	G-Pan-A.	3 $\frac{1}{8}$	5/32	3
	J-7-Pan-A.	3 $\frac{1}{8}$	3/16	3
	Am. Beauty	3 $\frac{1}{8}$	3/16	3
ANDERSON				
1916-17	All	3 $\frac{1}{4}$	$\frac{1}{4}$	2
1918	400-G	3 $\frac{1}{2}$	3/16	3
1919-20	All	3 $\frac{1}{4}$	3/16	3
APPERSON				
1912-14	4-45, 4-55	4 $\frac{1}{2}$	5/16	3
1915	4-40	4	$\frac{1}{4}$	3
	6-45	3 $\frac{1}{2}$	3/16	2
1916	6-48	3 $\frac{1}{2}$	3/16	3
	8-58	3 $\frac{1}{4}$	3/16	3
	6-17	3 $\frac{1}{2}$	3/16	3
	8-17	3 $\frac{1}{4}$	3/16	3
1918	8-18-S & A	3 $\frac{1}{4}$	3/16	3
	6-18	3 $\frac{1}{2}$	3/16	3
1919	W-8-19A	3 $\frac{1}{4}$	3/16	3
1920	8-20-S & A	3 $\frac{1}{4}$	3/16	3
1921	8-21-S & A	3 $\frac{1}{4}$	3/16	3
ARGONNE				
1920	All	3 $\frac{1}{8}$	$\frac{1}{4}$	2
AUBURN				
1916-18	H	3 $\frac{1}{4}$	3/16	3
1919-20	6-39	3 $\frac{1}{4}$	3/16	3
1921	6-39	3 $\frac{1}{4}$	3/16	3
AUSTIN				
1913-14	66-67	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	55	4 $\frac{1}{4}$	$\frac{1}{4}$	3
1915	All	4 $\frac{1}{4}$	$\frac{1}{4}$	3
1916	36-66	4 $\frac{1}{2}$	3/16	3
1917-18	48-66	4 $\frac{1}{2}$	3/16	3
1919-20	12	2 $\frac{1}{4}$	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
BEGGS				
1918	18-T			
1919	19-T			
1920	20-T	$\frac{3}{4}$	$\frac{3}{16}$	3
BEIL				
1916	16	$3\frac{1}{2}$	$\frac{3}{4}$	3
1917	17	$3\frac{3}{4}$	$\frac{3}{4}$	3
1918	18	$3\frac{3}{4}$	$\frac{3}{16}$	3
1919-20	Special	$3\frac{3}{4}$	$\frac{3}{4}$	3
BIDDLE				
1915-20	All	$3\frac{3}{4}$	$\frac{3}{16}$	3
BIRCH				
1916	All	$3\frac{1}{2}$	$\frac{3}{16}$	3
1917	28	$3\frac{3}{4}$	$\frac{3}{16}$	3
1918	30	3	$\frac{3}{16}$	3
	Super 4	$3\frac{1}{2}$	$\frac{3}{16}$	3
1919	45	3	$\frac{3}{16}$	3
	30-36	$3\frac{1}{2}$	$\frac{3}{16}$	3
1920	30-45	$3\frac{1}{4}$	$\frac{3}{16}$	3
	40	$3\frac{1}{2}$	$\frac{3}{16}$	3
BOUR-DAVIS				
1917	16	$3\frac{3}{4}$	$\frac{3}{16}$	3
1918	18-B	$3\frac{1}{2}$	$\frac{3}{16}$	3
1919	20	$3\frac{3}{4}$	$\frac{3}{16}$	3
1920	21-S	$3\frac{1}{2}$	$\frac{3}{16}$	3
BREWSTER				
All	All	4	$\frac{3}{4}$	4
BRISCOE				
1916	4-24	$3\frac{3}{16}$	$\frac{3}{16}$	3
	4-38	3	$\frac{3}{16}$	2
	8-38	3	$\frac{3}{16}$	3
1917-20	4-24	$3\frac{3}{16}$	$\frac{3}{16}$	3
BUICK				
1916	D-4, 54, 55	$3\frac{3}{4}$	$\frac{3}{16}$	3
	Others	$3\frac{3}{4}$	$\frac{3}{16}$	3
1917	D-34, 35	$3\frac{3}{4}$	$\frac{3}{16}$	3
	D-44, 45	$3\frac{3}{4}$	$\frac{3}{16}$	3
1918 On	All	$3\frac{3}{4}$	$\frac{3}{16}$	3
BUSH				
1917-18	18	$3\frac{1}{2}$	$\frac{3}{16}$	3
1919	A	$3\frac{1}{2}$	$\frac{3}{16}$	3
1920	20-A	$3\frac{1}{2}$	$\frac{3}{16}$	3
	De Luxe	$3\frac{1}{4}$	$\frac{3}{4}$	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
CADILLAC				
1915-21 - All	All	3 1/4	3/16	3
CASE				
1916-17	40	3 3/4	3/16	3
1916-21	All	3 1/2	3/16	3
CAMPBELL				
1918	Four	3 3/4	5/16	3
1919	All	3 3/4	3/4	4
CHALMERS				
1916	6-cyl.	3 3/4	3/16	3
1917-18	6-cyl.	3 3/4	3/16	3
1919	6-30	3 3/4	3/16	3
	6-42	3 3/4	3/16	3
1920	6-30	3 3/4	3/16	3
CHAMPION				
1920	K-O	3 3/4	3/16	3
CHANDLER				
1916-17	6-cyl.	3 3/4	3/16	3
1918-21	6-cyl.	3 3/4	3/16	3
CHEVROLET				
1916-17	All	3 11/16	3/16	3
1918	D. 45	3 3/4	3/16	3
	Others	3 11/16	3/16	3
1919-21	All	3 11/16	3/16	3
CLEVELAND				
1919-21	All	2 1/4	3/4	3
CLIMBER				
1920	4-cyl.	3 3/4	3/16	3
COLE				
1916-1921	8-cyl.	3 3/4	3/16	3
	Deluxe	3 3/4	3/4	3
COLONIAL				
1917	6-cyl.	3	3/16	2
COLUMBIA				
1917	6-cyl.	3 3/4	3/4	3
1918-20	6-cyl.	3 3/4	3/16	3
COMET				
All	All	3 3/4	3/16	2

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
COMMONWEALTH				
All	All	3½	3/16	3
CRAWFORD				
1914-15	R	4¼	¼	4
	I-C	4 1/8	¼	3
	I-E	4½	¼	3
Since	All	3½	3/16	3
CROW-ELKHART				
1914-18	All	3½	3/16	3
1919-20	4-cyl.	3½	3/16	3
	6-cyl.	3¾	3/16	3
CUNNINGHAM				
All	All	3¾	3/16	3
DANIELS				
1916-17	8-cyl.	3¾	3/16	3
1918	8-cyl.	3¾	3/16	3
1919-20	B	3¾	3/16	3
DAVIS				
1916	F, G	3¾	¼	3
	E, J	3½	3/16	3
1917	E, J	3½	3/16	3
	H, I, K	3¾	3/16	3
1918-20	All	3¾	3/16	3
DISPATCH				
1916-17	All	3¾	7/32	4
1918-20	All	3¾	¼	3
DIXIE FLYER				
1917	4-cyl.	2¾	3/16	3
Since	All	3¾	3/16	3
DODGE				
All	All	3¾	3/16	3
DORRIS				
1916-17	All	4¾	¼	3
1918	B W	4¾	¼	3
	K4-K7	4¾	¼	3
DORT				
1916	5-A, 9	3¾	3/16	3
1917	5-A, 9	3¾	3/16	3
1918-21	All	3½	3/16	3
DOUGLAS				
1919-20	All	3¾	¼	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
DU PONT				
1920	All	3 15/16	3/16	3
ECONOMY				
1916	G-4, 36	3 3/4	3/16	3
1917	G-36	3 3/4	3/16	3
1918	C-8, 48	3	3/16	3
1919	6-46	3 3/4	3/16	3
1920				
ELCAR				
1916-17	All	3 3/4	3/16	3
Since	4-cyl.	3 3/4	3/16	3
	6-cyl.	3 3/4	3/16	3
ELGIN				
1917	0	3	3/16	3
Since	All	3 3/4	3/16	3
ERIE				
1917 On	33-4	3 3/4	3/16	3
ESSEX				
1919-1921	A	3 3/8	3/16	3
FERGUS				
1920	All	3 3/4	3/4	3
FERRIS				
1920	All	3 3/4	3/16	3
FIAT				
1914	D	110 MM	6 MM	4
	S-6	110 MM	6 MM	4
	F	130 MM	6 MM	4
1915	3-TER	100 MM	5 MM	4
1916 On	All	130 MM	6 MM	4
FORD				
All	All	3 3/4	3/4	3
FRANKLIN				
1916	M	3 3/4	3/16	3
1917-21	9, 9-B	3 3/4	3/16	3
GARDNER				
1920	G	3 3/4	3/16	3
GERONIMO				
All	4-cyl.	3 3/4	3/16	3
	6-cyl.	3 3/4	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
GLIDE				
1914	36	4 $\frac{1}{4}$	$\frac{1}{4}$	3
1915	30	3 $\frac{1}{2}$	3/16	3
	6-40	3	5/32	3
1916	6-40	3	5/32	3
1917-20	6-40	3 $\frac{1}{2}$	5/32	3
GRANT				
1916-19	V.K.G. GX.	3	3/16	3
1920	H. HY.	3 $\frac{1}{2}$	3/16	3
1921	HX	3 1/16	3/16	3
1921	HZ	3 $\frac{1}{2}$	3/16	3
HACKETT (See Lorraine)				
All	All	3 $\frac{1}{4}$	3/16	3
HALLADAY				
1914	30-38, O, Jr.	3 $\frac{1}{4}$	$\frac{1}{4}$	4
1915	M, O, 38	3 $\frac{1}{4}$	$\frac{1}{4}$	4
1916	R. S. & Roamer	3	5/32	3
1917	R. S. & Roamer	3 $\frac{1}{4}$	5/32	3
	Roamer Spec.	3 $\frac{1}{4}$	3/16	3
1918	R, S, T, 6-cyl.	3 $\frac{1}{4}$	5/32	3
1919	All	3 $\frac{1}{4}$	3/16	3
1920				
HANDLEY-KNIGHT				
1926		4 $\frac{1}{4}$	7/32	4
HANSON				
All	All	3 $\frac{1}{4}$	3/16	3
HARROUN				
All	All	3 $\frac{1}{4}$	$\frac{1}{4}$	3
HARVARD				
All	4-20	3	3/16	3
HATFIELD				
All	All	3 $\frac{1}{4}$	$\frac{1}{4}$	3
HAYNES				
1914	All	3 $\frac{1}{4}$	3/16	4
1915	6-cyl. 30, 30-R, 33	3 $\frac{1}{2}$	3/16	3
	6-cyl. Sport	3 3/8	3/16	3
	4-cyl. 32	4 $\frac{1}{4}$	$\frac{1}{4}$	4
1916-18	6-cyl.	3 $\frac{1}{2}$	3/16	3
	12-cyl.	2 $\frac{1}{4}$	3/16	4
1919-20	8 cyl. 70	2 $\frac{1}{4}$	3/16	3
	12-cyl.	2 $\frac{1}{4}$	$\frac{1}{4}$	2
	6-cyl.	3 $\frac{1}{2}$	$\frac{1}{4}$	2
H. C. S.				
1920	All	3 $\frac{1}{4}$	$\frac{1}{4}$	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
HOLLIER				
1914-17	All	3	3/16	3
Since	All	3 1/4	3/16	3
HOLMES				
All	All	3 1/2	3/16	3
HUDSON				
1915-16	6-54	4 1/4	3/16	3
	6-40	3 1/2	3/16	3
1916-1921	All	3 1/2	3/16	3
HUFFMAN				
1920	All	3 1/4	3/16	3
HUPMOBILE				
1914	HA	3 1/4	3/16	3
1915	K 6-40	3 1/2	3/16	3
1916	N 6-54	4 1/4	3/16	3
1917	N-7	3 1/2	3/16	2
1918-19	R	3 1/2	3/16	3
1920	R	3 1/2	3/16	3
	Six DeLuxe	3 1/2	3/16	3
1921	R	3 1/2	3/16	3
JACKSON				
1914	33, 53, 0 40	4 1/4	5/16	3
	43	4 1/2	5/16	3
1915	44	4 1/4	5/16	3
	46	4 1/2	5/16	3
	48	3 1/2	3/16	3
1916	34, 68	3 1/2	3/16	3
	348-8	2 1/4	3/16	3
1917-19	Eight	3 1/2	3/16	3
1920	6-38	3 1/4	3/16	3
JONES				
1915	Six	3 1/4	3/16	3
1916	Six	3 1/4	5/32	3
1917 on	Six	3 1/2	3/16	3
JORDAN				
All	All	3 1/2	3/16	3
KING				
1914	To Car 2600	3 7/8	7/32	3
	After	3 15/16	7/32	3
1915	D	2 3/4	7/32	3
		2 7/8	7/32	3
1916 on	All	3	3/16	2
KENWORTHY				
1920	6-55	3 1/2	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
KISSEL				
1914	F, H-14	4½	3/16	4
	48	4	¼	3
	M-14	4½	3/16	4
1915	6-60	4½	3/16	4
	4-36	4¼	¼	3
	6-42	3½	3/16	3
	6-48	4	¼	3
	4-32	3¾	3/16	3
1916	4-32	3¾	3/16	2
	4-36	4¼	¼	2
	6-42	3½	¼	2
1917	6-42	3½	3/16	2
	4-36	4¼	3/16	2
	4-32	3¾	3/16	2
	100 P't Early	3¾	3/16	2
	100 P't Late	3¾	3/16	3
	100 P't Oil Ring	3¾	¾	1
1918	100 P't Six ..	3¾	3/16	4
	Silv. Spec. 6-cyl.	3 5/16	3/16	4
	6-42	3½	3/16	3
	4-36	4¼	¼	2
	4-32	3¾	3/16	2
	Double Six	2¾	3/16	3
1919	CB Six	3 5/16	3/16	4
	4-32	3¾	3/16	3
	4-36	4¼	3/16	3
1920	CB Six	3 5/16	3/16	3
1921	4-32	3¾	3/16	3
	4-36	4¼	3/16	3
	45	3 5/16	3/16	4
KLINE				
1915	7-W	3¼	¼	2
1916 on	All	3¼	3/16	3
LAFAYETTE				
1920	All	3¼	3/16	3
LA MARNE				
1920	8-cyl.	3¼	¼	3
LAUREL				
1920	All	3¼	3/16	3
LEACH				
1920	20-A	3½	3/16	3
LEXINGTON				
1914	Lex. 4-H	4	3/16	3
1915	6-L	3½	3/16	3
	4-K	3¾	¼	3
1916	6-N	3½	3/16	3
1917	O-17, Early 6	3¾	¼	2
to	O-17, Late 6	3¼	3/16	3
1921	All	3¼	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
LIBERTY				
1916	10-A	3 $\frac{1}{4}$	3/16	3
1917	10-A	3 $\frac{1}{4}$	3/16	3
	10-B	3 $\frac{1}{4}$	3/16	3
1918-19	10-B	3 $\frac{1}{4}$	3/16	3
1920	10-C	3 $\frac{1}{4}$	3/16	3
1921	10-C	3 $\frac{1}{4}$	3/16	3
LINCOLN				
LOCOMOBILE				
1915	38	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1916	38	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1917	38-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1918	38-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1919	38-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1920	38-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	48-2	4 $\frac{1}{2}$	$\frac{1}{4}$	3
LORRAINE				
1920	All	3 $\frac{1}{4}$	3/16	3
MADISON				
1916	6-cyl.	3	5/32	3
Since	All	3 $\frac{1}{4}$	5/32	3
MAIBOHM				
All	All	3 $\frac{1}{4}$	3/16	2-3
MARION-HANDLEY				
1915-16	37-B, C-5	4	$\frac{1}{4}$	3
	50	3 $\frac{1}{4}$	$\frac{1}{4}$	3
	H, K	3	5/32	2-3
1917	A 6-40	3 $\frac{1}{4}$	5/32	3
Since	All	3 $\frac{1}{4}$	3/16	3
MARMON				
1914	32-48	4 $\frac{1}{2}$	7/16	4
1915	41	4 $\frac{1}{2}$	3/16	3
	48	4 $\frac{1}{2}$	7/16	4
1916	41	4 $\frac{1}{4}$	3/16	3
	34	3 $\frac{1}{4}$	3/16	3
1917-18	34	3 $\frac{1}{4}$	3/16	3
1919	34	3 $\frac{1}{4}$	3/16	4
1920	34	3 $\frac{1}{4}$	3/16	3
MARSHALL				

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
MAXWELL				
1914	25	3 $\frac{3}{4}$	$\frac{1}{4}$	3
	35	4	$\frac{1}{4}$	3
1915	25	3 $\frac{3}{4}$	$\frac{1}{4}$	3
1916 on 1920	All	3 $\frac{3}{4}$	3/16	3
1921	All	3 $\frac{3}{4}$	$\frac{1}{4}$	3
McFARLAN				
1914	T	4	$\frac{1}{4}$	3
	X	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1915	T	4	3/16	3
	X	4 $\frac{1}{2}$	$\frac{1}{4}$	3
1916	X	4 $\frac{1}{2}$	3/16	3
1917 on	All	4 $\frac{1}{2}$	$\frac{1}{4}$	3
MERCER				
1914	35	4 $\frac{1}{2}$	$\frac{1}{4}$	2
1915-16	All	3 $\frac{3}{4}$	3/16	2
1917	All, upper	3 $\frac{3}{4}$	3/16	2
	All, lower	3 $\frac{3}{4}$	$\frac{1}{4}$	1
1918	All, upper	3 $\frac{3}{4}$	$\frac{1}{4}$	2
	All, lower	3 $\frac{3}{4}$	$\frac{1}{4}$	1
1919 to	All	3 $\frac{3}{4}$	3/16	3
1921	All	3 $\frac{3}{4}$	$\frac{1}{4}$	3
METEOR				
All	12-cyl.	2 $\frac{7}{8}$	3/16	3
	Others	3 $\frac{1}{2}$	3/16	3
METZ				
All	22	3 $\frac{3}{4}$	$\frac{1}{4}$	3
	25	3 $\frac{3}{4}$	3/16	3
MILLBURN				
MITCHELL				
1914	All	4 $\frac{1}{4}$	3/16	3
1915	Light 4 and 6	4	$\frac{1}{4}$	3
	Special 6	4 $\frac{1}{4}$	$\frac{1}{4}$	3
	De Luxe 6	4 $\frac{1}{4}$	$\frac{1}{4}$	3
	B-2-35, 5-45, 6-45	4 $\frac{1}{4}$	$\frac{1}{4}$	3
1916	C-2-42, 5-42, 7-42	3 $\frac{1}{2}$	$\frac{1}{4}$	3
1917	C-42, 5-42	3 $\frac{1}{2}$	$\frac{1}{4}$	3
	D-2-40, 5-40	3 $\frac{1}{4}$	3/16	3
1918	C-3-42, 7-42	3 $\frac{1}{2}$	3/16	3
	D-2-40, 5-40	3 $\frac{1}{4}$	3/16	3
1919	E-40	3 $\frac{1}{4}$	3/16	3
	42	3 $\frac{1}{2}$	3/16	3
1920	All	3 $\frac{1}{4}$	3/16	3
MOLLER				
All	A, C	4 $\frac{1}{2}$	$\frac{1}{4}$	5
	B, D	4 $\frac{1}{4}$	$\frac{1}{4}$	4

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
MONITOR				
All	C, R	3¼	3/16	3
	M, O	3¼	3/16	3
MOLINE-KNIGHT				
(See R. & V. Knight)				
MONROE				
1915	M	3	3/16	2
1916	M	3 1/16	3/16	3
1917	M-3	3	3/16	3
	M-4	3¼	3/16	3
1918 on	All	3¼	3/16	3
MOON				
1914	38	4¼	¼	4
	6-50	3¼	3/16	3
1915	6-40	3½	3/16	3
	6-50	3¼	3/16	3
	4-38	3¼	3/16	3
1916	6-30	3¼	¾	2
	6-40	3½	3/16	3
	6-50	3¼	3/16	3
1917	6-43	3¼	3/16	3
	6-66	3½	3/16	3
	Sp'l Tux.	4¼	3/16	3
1918	6-45	3¼	3/16	3
	6-66	3½	3/16	3
	6-36	2¾	3/16	3
1919	Vic.-6	3¼	3/16	3
	6-66	3½	3/16	3
1920	6-45	3¼	3/16	3
	6-66	3½	3/16	3
	6-36	2¾	3/16	3
MOORE				
All	All	3¼	3/16	3
MURRAY				
All	All	3¼	3/16	3
NASH				
1918	6-71	3¼	3/16	3
	Others	3¼	3/16	4
1919-20	All	3¼	3/16	3
1921	(4)	3½	3/16	—
NATIONAL				
1914	6-W	3¼	3/16	3
1915	A-B	3¼	3/16	3
1916	A-B	3½	3/16	3
	H-way 6	3½	3/16	3
	H-way 12	2¾	7/32	3
1917-18	H-way 6	3½	3/16	3
	H-way 12	2¾	7/32	4
	A-K-12	2¾	3/16	4
1919 on	A-L 6	3½	3/16	3
	A-M 12	2¾	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Groove Width of	Piston Rings each
NELSON				
All	All	3 $\frac{3}{4}$	3/16	3
NOMA				
1920	A-B-C	3 $\frac{3}{4}$	3/16	2
NORWALK				
1916 on	4-18	3 $\frac{3}{4}$	3/16	3
	6-18	3	3/16	3
OAKLAND				
1914	4-cyl.	4 $\frac{1}{4}$	5/16	3
	6-48	3 $\frac{1}{2}$	3 $\frac{1}{4}$	3
	6-62	4 $\frac{1}{4}$	5/16	3
1915	37-49	3 $\frac{1}{2}$	3/16	3
1916	32	2 13/16	3/16	3
	Others	3 $\frac{1}{2}$	3/16	3
1917	34-6	2 13/16	3/16	3
	50-8	3 $\frac{1}{2}$	3/16	4
1918 on	All	2 13/16	3/16	3
OLDSMOBILE				
1914	42	3 $\frac{1}{2}$	3/16	3
	54	4 $\frac{1}{4}$	5/16	3
1915	42	3 $\frac{1}{2}$	3 $\frac{1}{4}$	3
	54	4 $\frac{1}{4}$	5/16	3
1916	43	3 $\frac{1}{2}$	3/16	4
	44	2 $\frac{3}{4}$	3/16	4
1917	37-6	2 13/16	3/16	3
	45-8	2 $\frac{3}{4}$	3/16	4
	46-6	2 $\frac{3}{4}$	3/16	4
1918	37-6	2 13/16	3/16	3
	45-8	2 $\frac{3}{4}$	3/16	4
1919 on	6-cyl.	2 13/16	3/16	4
	8-cyl.	2 $\frac{3}{4}$	3/16	4
1921	46-47	2 $\frac{3}{4}$	3/16	4
1921	43-A	3 11/16	3/16	3
OLYMPIAN				
All	All	3 $\frac{1}{4}$	3/16	3
OVERLAND				
1914	79	4 $\frac{1}{4}$	3 $\frac{1}{4}$	2
1915	80	4 $\frac{1}{4}$	3 $\frac{1}{4}$	2
	81	4	3/16	3
	82	3 $\frac{1}{2}$	3/16	3
1916	86	3 $\frac{1}{2}$	3/16	3
	83, 84	4 $\frac{1}{4}$	3 $\frac{1}{4}$	2
	75	3 $\frac{1}{2}$	3/16	4
	75-B	3 $\frac{3}{4}$	3/16	4
1917	81-BOE, 85, 88	4 $\frac{1}{4}$	3/16	2
	85, 86	3 $\frac{1}{4}$	3 $\frac{1}{4}$	2
	88-8, 90	3 $\frac{3}{4}$	3/16	4
1918	90-B, 85	3 $\frac{3}{4}$	3/16	4
	85-4	4 $\frac{1}{4}$	3 $\frac{1}{4}$	2
1919	88-4	4 $\frac{1}{4}$	3/18	2
	88-8	3 $\frac{3}{4}$	3/16	4
	90, 90-B	3 $\frac{3}{4}$	3/16	4
1920	4-cyl.	3 $\frac{3}{4}$	3/16	4



PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
OWEN-MAGNETIC				
1915	All	3 $\frac{1}{4}$	3/16	3
1916-17	M-25	3 $\frac{1}{2}$	3/16	3
1918 on	All	4	3/4	3
PACKARD				
1914	2-38	4	3/4	3
	14 48	4 $\frac{1}{2}$	3/4	3
1915	3-38	4	3/4	3
	5-48	4 $\frac{1}{2}$	3/4	3
1916-17	12-cyl.	3	3/16	3
1918 on	12-cyl.	3	3/16	4
1921	Single Six	3 $\frac{1}{4}$	3/16	4
PAIGE				
1914	F	4	3/16	3
1915	4-36	4	3/16	3
	G-36	3	5/32	3
1916	46	3 $\frac{1}{4}$	3/16	3
	38	3 $\frac{1}{4}$	5/32	3
1917	39	3 $\frac{1}{4}$	5/32	3
	Others	3 $\frac{1}{4}$	3/16	3
1918	51, 55	3 $\frac{1}{4}$	3/16	3
1919	39	3 $\frac{1}{4}$	5/32	3
1920	55	3 $\frac{1}{4}$	3/16	3
	42	3 $\frac{1}{4}$	5/32	3
1921	6-44	3 $\frac{1}{4}$	5/32	3
1921	6-66	3 $\frac{1}{4}$	3/16	3
PAN-AMERICAN (See American Beauty)				
PATERSON				
1915	4-32	3 $\frac{1}{4}$	3/16	3
	6-48	3 $\frac{1}{4}$	3/16	3
1916	6-cyl.	3 $\frac{1}{4}$	3/4	3
1917	45	3 $\frac{1}{4}$	3/4	3
1918 on	All	3 $\frac{1}{4}$	3/16	3
PEERLESS				
1914	6-38	4	3/16	3
	6-60	5	5/16	4
1915	4-54	3 $\frac{1}{4}$	3/16	3
	6-55	3 $\frac{1}{4}$	3/16	3
	6-48	4 $\frac{1}{2}$	3/16	3
1916-21	All	3 $\frac{1}{4}$	3/16	3
PENNSY				
All	4-18	3 $\frac{1}{4}$	3/16	3
	6-21	3 $\frac{1}{4}$	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
PHIANNA				
1917-29	M-4	3 29/32	3/16	3
	R	3 29/32	5/16	3
PIEDMONT				
All	All	3½	5/16	3
PIERCE-ARROW				
1914	38 HP	4	¼	3
	48 HP	4½	½	4
	66 HP	5	9/32	4
1915	C-3	4	¼	4
	B-3	4½	½	4
	A-3	5	9/32	4
1916	A-4	5	9/32	3
	B-4	4½	¼	3
	C-4	4	¼	4
1917	A-4	5	9/16	3
	38 HP	4	¼	3
	C-4	4	¼	3
1918	38 HP	4	¼	3
	C-4	4	¼	3
	66 HP	5	9/32	3
1919	A-4	5	9/32	3
	38 HP	4	¼	3
	C-4	4	¼	3
1920	66	5	9/32	4
	48	4½	¼	3
1921	38 HP	4	3/16	3
PILGRIM				
1920	All	3¾	3/16	3
PILOT				
1914	L	4	3/16	3
	LT	4½	3/16	3
1915	B	3½	3/16	3
	BB	3½	3/16	3
1916-17 Since	6-45	3	3/16	3
	All	3½	3/16	4
PORTER				
1920	46	4.6	.500	2
PREMIER				
1914	A	3½	3/16	3
	49	4	¼	3
1915-16 1917 on	50	4	3/16	3
	All	3¾	3/16	3
RAUCH & LANG				
1920	All	3¾	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
REO				
1914	R & S	4 $\frac{1}{4}$	5/16	3
1915	R & S	4 $\frac{1}{4}$	$\frac{3}{4}$	2
	M-6	3 9/16	$\frac{3}{4}$	2
1916	R & S	4 $\frac{1}{4}$	$\frac{3}{4}$	2
	M & N	3 9/16	$\frac{3}{4}$	2
1917	R & S	4 $\frac{1}{4}$	3/16	3
	M & N	3 9/16	3/16	3
1918	TU	4 $\frac{1}{4}$	3/16	3
	M & N	3 9/16	3/16	3
1919-20	All	4 $\frac{1}{4}$	3/16	3
1921	F	4 $\frac{1}{4}$	3/16	3
1921	T-6	3 3/16	3/16	3
RI-CHARD				
1919	F	4	$\frac{3}{4}$	3
	G	3 $\frac{3}{4}$	$\frac{3}{4}$	3
1920	8-cyl.	3 $\frac{3}{4}$	$\frac{3}{4}$	3
REVERE				
1918	A	4 $\frac{1}{4}$	$\frac{1}{2}$	1
	B, C	4 $\frac{1}{4}$	$\frac{3}{4}$	3
1919	A	4 $\frac{1}{4}$	$\frac{1}{2}$	1
	B, C	4 $\frac{1}{4}$	$\frac{3}{4}$	3
1920	All	4 $\frac{1}{4}$	$\frac{3}{4}$	3
ROAMER				
1916	RA	3	5/32	3
1917	RA	3 $\frac{1}{4}$	5/32	3
1918	RA, C	3 $\frac{1}{4}$	3/16	3
	6-45	3 $\frac{1}{4}$	5/32	3
1919-20	C-54	3 $\frac{1}{4}$	5/32	3
ROCK FALLS				
1917	1	3 $\frac{1}{4}$	3/16	3
	7	3 $\frac{1}{2}$	3/16	3
1918	9	3 $\frac{1}{4}$	3/16	3
1919 on	7, 9	3 $\frac{1}{2}$	3/16	3
ROSS				
1916-18	C 8-cyl.	3 $\frac{1}{4}$	3/16	3
R. & V. KNIGHT				
1915	C	3 $\frac{1}{4}$	3/16	3
1916	40C	3 $\frac{1}{4}$	3/16	3
	50-G	4	$\frac{1}{4}$	3
1917	40C	3 $\frac{1}{4}$	3/16	3
	50-G	4	$\frac{1}{4}$	3
1918	L	3 $\frac{1}{4}$	3/16	3
1919	L	3 $\frac{1}{4}$	3/16	4
	Others	4	$\frac{1}{4}$	4
1920..	R	3 $\frac{1}{4}$	3/16	3
	J	3 $\frac{1}{2}$	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
SAYERS				
1918-20	Six	3¼	¼	2
SAGINAW				
1917		3¼	3/16	2
SAXON				
1914-15	A	2¾	3/16	3
1915	A 6-cyl.	2¾	3/16	3
1916	S-2	2¾	3/16	3
1917	S-4	2¾	3/16	3
	14	2¾	3/16	3
to	B-5	2¾	3/16	3
1918-19	All	2¾	3/16	3
1920-21	All	3¼	3/16	3
SCRIPPS—BOOTH				
1915	4-cyl.	2¾	3/16	3
1916	4	3	3/16	3
	8	2¾	5/32	3
1917	4	3 11/16	3/16	3
	8	2¾	5/32	3
1918	G-4	3 11/16	3/16	3
	H-8	2¾	5/32	3
1919	G-4	3 13/16	3/16	3
	39 to 42	2 13/16	3/16	3
1920-21	6-39 and B-39	2 13/16	3/16	3
SENECA				
All	All	3¼	3/16	3
SEVERN				
1920	All	3¼	3/16	3
SIMPLEX				
1914	38 H. P.	4¾	5/16	3
	50, 75-H. P.	5¾	5/16	3
1915	Series A	4¾	5/16	3
	Series D	5¾	7-32	4
Since	6-cyl.	4¾	7/32	3
SINGER				
1915-17	6	4	¼	3
	15, 17, 18	4	3/16	5
1918 to n	18, 19	4	3/16	4
SKELTON				
1920	35	3½	3/16	3
SOUTHERN				
STANLEY (STEAMER)				
1915-17	725	4	5/16	2
1917-20	730	4	¼	1

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
STANDARD				
1915-16	8-cyl.	3	3/16	3
1917	E	3	3/16	3
1917 to	F	3 1/4	3/16	3
1921	F G H I	3 1/4	3/16	3
STEARNS				
1914	All	4 1/4	3/4	2
1915	4-cyl.	4 1/4	3/4	2
	L-4	3 1/4	3/4	2
1916	6	4 1/4	3/4	2
	L	3 1/4	3/4	2
	8	3 1/4	3/4	2
1917	L	3 1/4	3/4	4
	8	3 1/4	3/4	3
1918	L	3 1/4	3/4	3
	8	3 1/4	3/4	3
1919 to	L-4	3 1/4	3/4	3
1921	4 cyl.	3 1/4	3/4	3
STEPHENS				
1916	All	3 1/4	3/4	3
Since	All	3 1/4	3/16	3
STEVENS-DURYEA				
All	U	3 1/4	3/4	3
	X, Y	4 1/4	3/4	3
	AA, C, B	4 5/16	3/4	3
	CC	4 1/4	3/4	4
	DD D	4 7/16	3/4	4
	D	4 1/4	3/4	3
1921	E	4 7/16	3/4	3
STUDEBAKER				
1914	4, 6	3 1/4	3/16	3
1915	All	3 1/4	3/16	3
1916-17	All	3 1/4	5/32	4
1918-19	E-H, S-H	3 1/4	3/16	4
	S-F	3 1/4	5/32	4
1920	E-G	3 1/4	3/16	4
1921	E-H	3 1/4	3/16	4
1921	E-G	3 1/4	3/16	4
1921	E-J	3 1/4	3/16	3
STUTZ				
1914	E-4	4 3/4	3/4	4
	E-6	4	3/4	4
1915	F-4	4 3/4	3/4	4
	F-6	4	3/4	4
1916	C-4	4 3/4	3/4	3
1917	R	4 3/4	3/4	3
to	S, G	4 3/4	3/4	3
1921	Off. Sp'c'l	5.100	3/4	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
TEMPLAR				
1918-21	All 4-cyl.	3 $\frac{1}{4}$	3/16	4
TEXAN				
1919-20	A-38	3 $\frac{1}{2}$	3/16	3
	C-37	3 $\frac{1}{2}$	3/16	3
TULSA				
All	All	3 $\frac{1}{2}$	3/16	3
VELIE				
1914	9	4 $\frac{1}{4}$	$\frac{1}{4}$	3
	10	3 $\frac{1}{4}$	3/16	3
	11	4	$\frac{1}{4}$	3
1915	12	4 $\frac{1}{4}$	$\frac{1}{4}$	3
	14	3 $\frac{3}{4}$	3/16	3
	15	3 $\frac{1}{2}$	3/16	3
1916	22	3 $\frac{1}{4}$	$\frac{1}{4}$	2
1917	27	3 $\frac{3}{4}$	3/16	3
	28	3 $\frac{1}{4}$	3/16	3
1918	38	3 $\frac{1}{4}$	3/16	3
	39	3 $\frac{1}{2}$	3/16	3
1919	38	3 $\frac{1}{4}$	3/16	3
	39	3 $\frac{1}{2}$	3/16	3
1920	48	3 $\frac{1}{4}$	3/16	3
1921	48	3 $\frac{1}{4}$	3/16	3
1921	34	3 $\frac{1}{2}$	3/16	3
VERNON				
1919	4-cyl.	3 $\frac{1}{4}$	3/16	3
	8-cyl.	2 $\frac{1}{2}$	3/16	3
VICTORY				
VOGUE				
All	4-36, 6-36	3 $\frac{1}{4}$	3/16	3
	8-48	3	3/16	3
WASP				
1920	2011	4 $\frac{1}{4}$	$\frac{1}{4}$	4
WESTCOTT				
1914	4-40	4 $\frac{1}{2}$	$\frac{1}{4}$	3
	6-60	4	3/16	3
1915	U, O	3 $\frac{1}{2}$	3/16	3
1916	51	3 $\frac{1}{2}$	3/16	3
	41	3 $\frac{1}{4}$	$\frac{1}{4}$	3
1917	17	3 $\frac{1}{2}$	3/16	3
1918	S-18	3 $\frac{1}{2}$	3/16	3
1919	A-48	3 $\frac{1}{2}$	3/16	3
1920	A-48	3 $\frac{1}{2}$	3/16	3
	B-48	3 $\frac{1}{4}$	3/16	3
1921	C-38	3 $\frac{1}{4}$	3/16	3

PISTON RINGS—(Continued)

Year	Model	Bore	Width of Groove	Rings each Piston
WILLYS-KNIGHT				
1914	K-17	4	5MM	3
1915	K-19	4	5MM	3
1916	84	4 $\frac{1}{8}$	$\frac{3}{16}$	2
1917	88-4	4 $\frac{1}{8}$	$\frac{3}{16}$	2
1918	88	3 $\frac{3}{4}$	3/16	3-4
1919	88-4	4 $\frac{1}{8}$	$\frac{3}{16}$	2
	88-8	3 $\frac{3}{4}$	3/16	3-4
	90, 90B	3 $\frac{3}{4}$	3/16	4
1920	4	4 $\frac{1}{8}$	$\frac{3}{16}$	4
	6	3 $\frac{3}{4}$	3/16	3
	8	3 $\frac{3}{4}$	3/16	3
1920-21		3 $\frac{3}{4}$	3/16	3
WINTHER				
1920	All	3 $\frac{3}{4}$	3/16	3
WINTON				
1915	21	4 $\frac{1}{2}$	3/16	4
	21A	3 $\frac{3}{4}$	$\frac{3}{16}$	3
1916-17	22	4 $\frac{1}{2}$	$\frac{3}{16}$	3
	22A	3 $\frac{3}{4}$	$\frac{3}{16}$	3
1918	36-6	3 $\frac{3}{4}$	$\frac{3}{16}$	3
	48	4 $\frac{1}{2}$	$\frac{3}{16}$	3
1918-19	22	4 $\frac{1}{2}$	$\frac{3}{16}$	3
	22A	3 $\frac{3}{4}$	$\frac{3}{16}$	3
1920-21	24	3 $\frac{3}{4}$	$\frac{3}{16}$	3
	25	4 $\frac{1}{4}$	$\frac{3}{16}$	3
WOLVERINE				
1918	Sport 4	4 $\frac{1}{8}$	$\frac{3}{16}$	2
	Speedster	3 $\frac{63}{64}$	$\frac{3}{16}$ -3/16	2
1919	C	3 $\frac{3}{4}$	3/16	3
1920	S	4	$\frac{3}{16}$	3
	C	3 $\frac{3}{4}$	3/16	3

BRAKE LINING SIZES

Make and Model		Length in.	Width in.	Thick- ness in.
ALLEN				
32, 1923	Int.	34½	1½	5/32
	Ext.	34½	2	5/32
34	Int.	36½	1½	5/32
	Ext.	35½	2	5/32
37	Int.	34½	1½	5/32
	Ext.	34½	2	5/32
41, 1918	Int.	34½	1½	5/32
	Ext.	34½	2	5/32
43, 1920	Int.	34½	1½	5/32
	Ext.	38½	1½	5/32
AMERICAN—				
6-A, 1917	Int.	42	2	3/16
	Ext.	44	2	3/16
1918-19		45	2	3/16
B, 1920		44	2½	3/16
AMERICAN BEAUTY—				
1916	Int.	38½	2	3/16
	Ext.	41½	2	3/16
1917	Int.	38½	2	3/16
	Ext.	43½	2	3/16
1918-20	Int.	40	2	¾
	Ext.	45	2	¾
ANDERSON—				
1920		43½	2	7/32
APPERSON—				
1915-16	Int.	40	2½	3/16
	Ext.	40	2½	3/16
6, 8-17, 1917	Int.	46	2	3/16
8-18, 1918-19	Ext.	49 7/16	2½	3/16
8-20, 1920	Int.	44½	2	3/16
	Ext.	48½	2½	3/16
ARGONNE—				
AUBURN—				
6-40-A, 1916	Int.	49	1½	3/16
	Ext.	51	2	3/16
6-38, 1916	Int.	42½	2	3/16
	Ext.	44	2	3/16
6-44, 1917	Int.	49	1½	3/16
	Ext.	51	2	3/16
1917-18	Int.	42½	1½	3/16
	Ext.	44	2	3/16
1919-20	Int.	40	1½	3/16
	Ext.	42½	2	3/16
AUSTIN—				
6, 1917-18	Rear Wh.	50	3	3/16
1919	Int.	40	3	¾
	Ext.	42	3	¾
1920	Int.	72	3	¾
	Ext.	72	3	¾

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
BEGGS—				
20, T, 1920	Int.	40½	2	3/16
	Ext.	42	2	3/16
BELL—				
4	Int.	27½	1¾	5/32
	Ext.	31½	1¾	5/32
BIDDLE—				
C, D, 1915-17	Int.	36	1¾	5/32
	Ext.	43	2	5/32
H, 1917	Int.	17¾	1	3/16
	Ext.	17¾	1¾	3/16
B1, B5, 1920	Int.	17	2	¾
	Ext.	44	2	¾
BIRCH—				
30, 40, 1920	Int.	39	1¾	¾
	Ext.	40	1¾	¾
45, 1920	Int.	45	2	¾
	Ext.	47	2	¾
BOUR-DAVIS—				
18-B, 1918	Int.	43	2	3/16
	Ext.	43	2	3/16
20, 21S, 1920	Int.	43	2	3/16
	Ext.	43	2	3/16
BREWSTER—				
91, 1920	Int.	11½	1¾	3/16
	Ext.	18	2	¾
BRISCOE—				
B-15, 1914-15	Int.	24	1¾	3/16
	Ext.	35	1¾	3/16
4-38, 1915-16	Int.	30	1½	3/16
	Ext.	31½	1¾	3/16
8-38, 1915-16	Int.	30	1½	3/16
	Ext.	31½	1¾	3/16
4-24, 1916-18	Int.	27½	1½	5/32
	Ext.	27½	1½	5/32
4-34, 1920	Int.	21½	1½	5/32
	Ext.	29	1½	5/32
BROOKS				
S-21, 1920	Emer.	19¾	1	¾
S-20-21	Ser.	25¾	1	¾

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
BUICK—				
B-24, 25, 1914	Int.	35 5/16	1 3/4	5/32
	Ext.	37 7/16	1 3/4	5/32
B-36, 37, 1914	Int.	46 9/16	1 3/4	5/32
	Ext.	42 5/16	1 3/4	5/32
B-54, 55, 1914	Int.	46 1/2	1 3/4	3/16
	Ext.	49 3/32	2 3/8	3/16
C-24, 25, 1915	Int.	35 5/16	1 3/4	5/32
	Ext.	37 7/16	1 3/4	5/32
C-36, 37, 1915	Int.	40 9/16	1 3/4	5/32
	Ext.	42 5/16	1 3/4	5/32
C-54, 55, 1915	Int.	46 1/2	1 3/4	3/16
	Ext.	49 3/32	2 3/8	3/16
D-44 to 47, 1916-18	Int.	35	1 3/4	5/32
	Ext.	38 1/2	1 3/4	5/32
D-54, 55	Int.	46 1/2	1 3/4	3/16
	Ext.	49 3/4	2 3/8	3/16
E-44 to 46, 1918	Int.	35	1 3/4	5/32
	Ext.	38 1/4	1 3/4	5/32
E-49, 50, 1918	Int.	40 15/16	1 3/4	5/32
	Ext.	43 1/16	1 3/4	5/32
D-34, 35, 1917	Int.	29	1 3/4	5/32
	Ext.	27 3/4	1 3/4	5/32
E-4, E-344, 35, 1918	Int.	29	1 3/4	5/32
	Ext.	27 3/4	1 3/4	5/32
H-44 to 47, 1919	Int.	35 1/4	1 3/4	5/32
	Ext.	38 1/4	1 3/4	5/32
H-49, 50, 1919	Int.	40 7/16	1 3/4	5/32
	Ext.	43 3/8	1 3/4	5/32
K-44 to 47, 1920	Int.	35 1/4	1 3/4	5/32
	Ext.	38 1/4	1 3/4	5/32
K-49, 50, 1920	Int.	40 7/16	1 3/4	5/32
	Ext.	43 3/8	1 3/4	5/32
BUSH—				
CADILLAC—				
M-51, 1912-14	Int.	50	2 1/4	3/16
	Ext.	54	2 1/2	3/16
1915-19	Int.	50	2 1/2	3/16
	Ext.	54	2 1/2	3/16
1920	Int.	51	2 1/2	3/16
	Ext.	54	2 1/2	3/16
CASE—				
R-25, 1914	Int.	35 5/16	1 3/4	5/32
	Ext.	37 1/4	1 3/4	5/32
S-35, 1914	Int.	41 1/4	1 3/4	5/32
	Ext.	43 5/16	1 3/4	5/32
R-25, 1915	Int.	40 1/8	1 3/4	5/32
	Ext.	40 7/8	1 3/4	5/32
T-40, 1916	Int.	40 1/8	1 3/4	5/32
	Ext.	40 7/8	1 3/4	5/32
T-40, 1917	Int.	40 5/8	2	5/32
	Ext.	44 9/16	2	5/32
1918-19	Int.	40	1 3/4	5/32
	Ext.	45	2	5/32
V, 1920	Int.	46 1/4	2 1/4	5/32
	Ext.	48	2 1/4	5/32

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
CHALMERS—				
19, 1914	Ser.	44	2¼	5/32
	Emer.	42	2	5/32
24, 1914	Ser.	50¼	2¼	3/16
	Emer.	48¼	2	3/16
26-A, 1914	Ser.	43½	2¼	3/16
	Emer.	41¾	2	3/16
26-B, 1915	Ser.	43½	2¼	3/16
	Emer.	41¾	2	3/16
29, 1915	Ser.	50¼	2¼	3/16
	Emer.	48¼	2	3/16
32-A, 1915	Emer.	34¾	2	3/16
	Ser.	37 11/16	2¼	3/16
26-C	Ser.	43½	2¼	3/16
	Emer.	41¾	2	3/16
32-B, 1916	Ser.	43½	2¼	3/16
	Emer.	41¾	2	3/16
6-30, 1916-17, 5-Pass.	Ser.	37 3/16	2	3/16
	Emer.	35¼	1¾	3/16
6-30, 1917-18, 7-Pass.	Emer.	41¾	2	3/16
	Ser.	43½	2¼	3/16
6-30, to 1919, 5-Pass.	Emer.	41¾	1½	3/16
	Ser.	43½	1¾	3/16
6-30, 1918-19, 5-Pass.	Ser.	43½	2¼	3/16
	Emer.	41¾	2	3/16
C-30, 1920	Ser.	43½	2¼	5/32
	Emer.	41¾	2	3/16
CHAMPION—				
CHANDLER—				
1914-19	Int.-Exp.	15	1¾	5/32
1916-19	Int.	43	1¾	3/16
	Ext.	45¼	2	3/16
Six, 1920	Int.	43	1¾	3/16
	Ext.	45¼	2	3/16
CHEVROLET—				
H-2½, 4, 1915-16	Int.	35	1¾	5/32
	Ext.	35 1/16	1¾	5/32
4-90, 1916-19	Int.	26½	1¼	5/32
	Ext.	27¼	1¼	5/32
FA-D, 1917-18	Int.	34½	1¾	5/32
	Ext.	37 13/16	1¾	3/32
FB, 1919-20	Int.	34½	1¾	5/32
	Ext.	37 13/16	1¾	5/32
4-90, 1920	Int.	26½	1¼	5/32
	Ext.	27¼	1¼	5/32
CLEVELAND—				
6, 1919-20	Trans.	24	1½	5/32
	Rr. Wh.	38	2	5/32
CLIMBER—				
1920	Ser.	42	2	3/16
	Emer.	40	2	3/16

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
COLE—				
4-40, 8-50, 1915-16	Ser.	43 $\frac{3}{4}$	2	3/16
	Emer.	40 $\frac{3}{4}$	2	3/16
Series 860 to 867	Ser.	45	2	5/32
	Emer.	43 1/16	1 $\frac{3}{4}$	5/32
Aero, 1919	Ser.	45	2	5/32
	Emer.	43 1/16	1 $\frac{3}{4}$	5/32
Aero 8, 1920	Ser.	48	2 $\frac{1}{2}$	5/32
	Emer.	46 $\frac{3}{4}$	2 $\frac{3}{4}$	5/32
COLUMBIA—				
6-A, 1917	Int.	41 $\frac{3}{4}$	1 $\frac{1}{4}$	3/16
	Ext.	44	1 $\frac{3}{4}$	3/16
B-6, 1917-19	Int.	44 $\frac{3}{4}$	1 $\frac{3}{4}$	3/16
	Ext.	44	1 $\frac{1}{2}$	3/16
20C, D, E, CS, H, 1920	Int.	42 $\frac{1}{2}$	1 $\frac{1}{2}$	3/16
	Ext.	20 3/16	1 $\frac{3}{4}$	3/16
COMET—				
1919	Int.	42	2	3/16
	Ext.	45	2	3/16
C-53, 1920	Int.	41	2	3/16
	Ext.	44 $\frac{1}{2}$	2	3/16
COMMONWEALTH—				
1919	Int.	35	1 $\frac{3}{4}$	3/16
	Ext.	36	1 $\frac{3}{4}$	3/16
1920	Int.	35 $\frac{1}{4}$	1 $\frac{3}{4}$	5/32
	Ext.	37 7/16	1 $\frac{3}{4}$	5/32
CRAWFORD—				
1919	Int.	38	2	3/16
	Ext.	41	2	3/16
20-6-40, 1920	Int.	36	2 7/32	
	Ext.	42	2 3/16	
CROW-ELKHART—				
25-30, 1915-16	Int.	27 $\frac{1}{4}$	1 $\frac{1}{2}$	3/16
	Ext.	31	1 $\frac{1}{2}$	3/16
33 to 36, 1917-18	Int.	35 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
	Ext.	37 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
All models, 1919-20	Int.	35 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
	Ext.	37 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
CUNNINGHAM—				
V, 1917-19	Int.	52 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	52 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
A-3, 1920	Int.	54	2 $\frac{1}{2}$	5/16
	Ext.	54	2 $\frac{1}{2}$	3/16
DANIELS—				
8-A, 1915-17	Int.	43 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	52 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
B, 1917-19	Int.	43 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	52 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
* D, 1920	Int.	48 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16
	Ext.	43 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
DAVIS—				
1920	Int.	40 $\frac{7}{8}$	2	5/32
	Ext.	44 5/16	2	3/16
DISPATCH—				
All Models, 1915-17	Int.	20	1 $\frac{1}{2}$	$\frac{3}{4}$
1918	Int. Ser.	10	1 $\frac{1}{2}$	$\frac{3}{4}$
	Int. Emer.	10	1 $\frac{1}{2}$	$\frac{3}{4}$
1920	Int.	20	1 $\frac{1}{2}$	$\frac{3}{4}$
	Ext.	20	1 $\frac{1}{2}$	$\frac{3}{4}$
DIXIE FLYER—				
HS-70, 1920	Int.	36 $\frac{1}{2}$	1 $\frac{3}{4}$	3/16
	Ext.	36	1 $\frac{3}{4}$	3/16
DODGE—				
1915	Int.	11 $\frac{1}{2}$	2	3/16
	Ext.	36 $\frac{1}{2}$	2 $\frac{1}{4}$	3/16
1916	Int.	16 $\frac{1}{2}$	2	3/16
	Ext.	42 $\frac{3}{4}$	2 $\frac{1}{4}$	3/16
1917-19	Int.	16 $\frac{1}{2}$	2	3/16
	Ext.	42 $\frac{3}{4}$	2 $\frac{1}{4}$	3/16
1920	Int.	14 $\frac{1}{2}$	1 $\frac{3}{4}$	3/16
	Ext.	19 $\frac{1}{4}$	2 $\frac{1}{4}$	3/16
DORRIS—				
1914; A-4, 6, 1915	Rr. Wh.	14 $\frac{1}{2}$	2 $\frac{1}{4}$	3/16
1-B6, 1916-17	Band	45 $\frac{1}{4}$	2 $\frac{1}{4}$	3/16
1B-W, 1916-17	Duplex	12 $\frac{1}{4}$	3 $\frac{1}{4}$	$\frac{3}{4}$
1918-19	Int.	48	2 $\frac{1}{2}$	3/16
	Ext.	48	2 $\frac{1}{2}$	3/16
6-80, 1920	Int.	46 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16
	Ext.	47 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16
DORT—				
4, 1915-5-6-9, 1916-17	Int.	28 23/32	1 $\frac{1}{4}$	5/32
4, 1915-6-9, 1916-17	Ext.	27 $\frac{5}{8}$	1 $\frac{1}{4}$	5/32
11, 8, 1918-19	Int.	35	1 $\frac{1}{4}$	5/32
	Ext.	35 $\frac{3}{4}$	1 $\frac{1}{4}$	3/16
10, 15, 1920	Int.	35 $\frac{3}{4}$	1 $\frac{1}{4}$	3/16
	Ext.	35 $\frac{3}{4}$	1 $\frac{1}{4}$	3/16
DOUGLAS—				
DUPONT--				
A, 1920		47	2 $\frac{1}{4}$	5/32
DURVEA—				
ECONOMY—				
1920	Int.	35	2	5/32
	Ext.	36	2	5/32

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
ELCAR—				
All Models, 1919-20	Int.	38	2	3/16
	Ext.	35¼	2	3/16
ELGIN—				
1916	Int.	35¼	2	5/32
	Ext.	38	2	3/16
1917-19	Int.	35¼	1¾	3/16
	Ext.	34¾	2	5/32
K, 1920	Int.	39	1¾	5/32
	Ext.	43¾	2	5/32
ERIE—				
ESSEX—				
A, D, 1918-20	Int.	45	1½	3/16
	Ext.	45	1¾	3/16
A, 1920	Ser.	35¼	2	3/16
	Emer.	38	2	3/16
FERGUS--				
FERRIS—				
FIAT—				
54	Emer.	9	3	¾
	Ser.	21 9/16	2½	¾
All Others	Emer.	17½	2	¾
	Ser.	21 9/16	2½	¾
FORD—				
T, to 1920	Ex. Cont.	23¼	1½	5/32
FRANKLIN—				
G-1	Trans.	19	2	3/16
	Rr. Wh.	30	2	5/32
M1-2-3, G2, L50, 1	Rr. Wh.	35 1/16	2¾	5/32
	Trans.	23¾	4	3/16
H1-X2-3, D2-3, L6	Trans.	28 13/16	4	3/16
	Rr. Wh.	44 5/16	3	5/32
M4-5-6-7-8	Trans.	23¾	4	3/16
	Rr. Wh.	35 1/16	2¾	5/32
Series 9, 9B, 1920	Trans.	23¾	3	3/16
	Rr. Wh.	28	2¾	5/32
GARDNER—				
G, 1920	Int.	35¼	1¾	¾
	Ext.	35½	1¾	¾
GERONIMO—				
19919-20	Int.	36	1¾	3/16
	Ext.	36	1¾	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
GRANT—				
4, 1916-17	Int.	19 13/16	1 1/4	3/16
	Ext.	22 1/2	1 1/2	3/16
6, 1916-17	Int.	27 1/4	1 1/4	3/16
	Ext.	32	1 1/4	3/16
6K 1917; 6G, 1918-19	Int.	35	1 3/4	1/4
	Ext.	38	1 3/4	1/4
HALLADAY—				
1921	Ser.	22	2 1/2	3/16
	Emer.	26	2 1/2	3/16
HANDLEY-KNIGHT—				
1920	Int.	42	1 3/4	3/32
	Ext.	44	2	7/32
HANSON—				
5-A, 1920	Int.	41	2	3/16
	Ext.	41	1 3/4	3/16
HARROUN—				
AA1, 1917-19	Int.	33 3/4	1 3/4	5/32
	Ext.	35 3/4	1 3/4	5/32
HARVARD—				
HATFIELD—				
A-42, 1920	Int.	37	1 3/4	3/16
	Ext.	37	1 3/4	3/16
HAYNES—				
19-20	Ext.	35	2	3/16
21-2	Int.	41 1/4	2 1/2	3/16
	Ext.	43 1/2	2 1/2	3/16
23-25	Ext.	27 1/2	2	5/32
	Int.			
24-28	Ext.	44	2 1/4	3/16
	Int.	42	2	5/32
26-27-31	Ext.	50	2 1/2	3/16
	Int.	48	2 1/2	3/16
28-32	Ext.	17 1/2	2	5/32
	Int.	12	2	5/32
30, 33, 34, 1915	Int.	15 1/2	1 3/4	5/32
35, 1916	Int.	15 1/2	1 3/4	5/32
36, 37, 1917	Int.	15 1/2	1 3/4	5/32
38, 39, 1918	Int.	15 1/2	1 3/4	5/32
40, 41, 1917	Int.	15 1/2	1 3/4	5/32
44, 1918	Int.	15 1/2	1 3/4	5/32
45, 46, 1920	Int.	46 3/8	1 3/4	5/32
	Ext.	46 3/8	1 3/4	5/32
H. C. S.—				
HOLLIER—				
8, 1915	Emer.	23 9/16	1 1/4	3/16
	Ser.	37 1/16	1 1/2	3/16
8, 1916; 186-7, 1917	Emer.	34 3/4	1 1/2	3/16
	Ser.	37 1/16	2	3/16
206, 206-B, 1920	Int.	34 13/16	1 1/2	3/16
	Ext.	37 1/16	2	3/16



BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
HOLMES—				
1, 1918-19	Trans.	22	3 $\frac{1}{4}$	3/16
	Re Wh.	38 $\frac{3}{4}$	2	3/16
1920	Int.	41 $\frac{1}{2}$	2 $\frac{1}{2}$	$\frac{3}{4}$
	Ext.	21 3/16	2 $\frac{1}{2}$	$\frac{1}{4}$
HUDSON—				
45, 1913; 6, 54-14-15	Int.	48 $\frac{1}{4}$	2	3/16
	Ext.	50 $\frac{1}{4}$	2 $\frac{1}{4}$	3/16
6-40, 1914	Int.	42	2	3/16
	Ext.	44	2 $\frac{1}{4}$	3/16
6-40, 1915-16	Int.	40 $\frac{1}{4}$	2	3/16
	Ext.	43 $\frac{3}{4}$	2	3/16
Super-Six, 1916-19	Int.	38 $\frac{3}{4}$	2	3/16
	Ext.	43 $\frac{3}{4}$	2	3/16
Super-Six O, 1920	Int.	20	2 $\frac{1}{2}$	3/16
	Ext.	21 3/16	2 $\frac{1}{2}$	3/16
HUFFMAN—				
1920	Int.	42	2	3/16
	Ext.	44	2	3/16
HUPMOBILE—				
H-HA, 1912-14	Int.	31 7/16	2	5/32
	Ext.	36 3/16	2	5/32
K, 1915-19	Int.	39 $\frac{3}{4}$	2	5/32
	Ext.	41 $\frac{1}{4}$	2	5/32
R, 1918	Int.	33 $\frac{7}{8}$	1 $\frac{3}{4}$	5/32
	Ext.	33 $\frac{3}{4}$	2	$\frac{1}{4}$
R, 1920	Int.	33 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{1}{4}$
	Ext.	33 $\frac{3}{4}$	2	5/32
N, K, 1920	Int.	39 $\frac{3}{4}$	2	5/32
	Ext.	41 $\frac{1}{4}$	2	5/32
JACKSON—				
6-38, 1920	Int.	15 $\frac{1}{4}$	2	5/32
	Ext.	35 $\frac{1}{4}$	2	5/32
JONES—				
1916	Int.	35 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
	Ext.	37 $\frac{3}{4}$	1 $\frac{3}{4}$	3/16
1917-19	Int.	39 $\frac{3}{4}$	2	3/16
	Ext.	43 $\frac{3}{4}$	2	3/16
6, 1920	Int.	40	2	$\frac{1}{4}$
	Ext.	43	2	$\frac{3}{4}$
JORDAN—				
J, 60-4, 1917	Int.	38 $\frac{1}{4}$	2	3/16
	Ext.	43 $\frac{3}{4}$	2	3/16
1918-19	Int.	35	2 $\frac{1}{4}$	3/16
	Ext.	38 $\frac{3}{4}$	2 $\frac{1}{4}$	3/16
F, 1920	Int.	20	2 $\frac{1}{2}$	3/16
	Ext.	22 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16
M, 1920	Int.	40 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
	Ext.	20 3/16	1 $\frac{3}{4}$	3/16
KENWORTHY—				
1920		50	2	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
KING—				
B, 1914	Emer.	38½	2	5/32
	Ser.	42½	2	5/32
C, D, 1915	Emer.	38½	2	5/32
	Ser.	41	2	5/32
E, 1916	Emer.	18½	2	¾
	Ser.	41	2	5/32
EE, 1917	Emer.	43 1/16	1¾	5/32
	Ser.	45	2	5/32
F, 1918-19	Emer.	43 1/16	1¾	5/32
	Ser.	45	2	5/32
8, 1920	Int.	46½	2¾	5/32
	Ext.	48	2¾	5/32
KISSEL—				
1912-14	Int.	37	3	3/16
	Ext.	33¾	4	3/16
1915-19	Int.	34½	2	3/16
	Ext.	34½	2	3/16
C-B, 45, 1920	Int.	44½	2	3/16
	Ext.	44½	2	3/16
KLINE—				
4-40, 1914	Rr. Wh.	38	2	3/16
6-50, 6-60, 1914	Rr. Wh.	42	2	3/16
6-42, 6-42A, 1915	Rr. Wh.	40	2	3/16
1916-19	Emer.	32½	1¾	¾
	Ser.	34½	2	¾
6-55-J, 1920	Int.	68	1¾	3/16
	Ext.	38	2	3/16
LAFAYETTE—				
LA MARNE—				
LAUREL—				
LEACH—				
6-20, 1920	Int.	95	2¾	....
	Ext.	95	2¾	....
LEXINGTON—				
6-N, 1916	Int.	15½	1¾	5/32
	Int.	33	1¾	5/32
6-O, 1916	Ext.	35	2	5/32
	Int.	33	1¾	5/32
6-O, 1917	Ext.	35	2	5/32
	Int.	45½	2¾	5/32
6-P, 1917	Ext.	48	2½	3/16
	Ext.	48	2½	3/16
6-C D, 1917	Int.	45½	2½	5/32
6-J, M, 1917	Int.	15½	1¾	5/32
4-H, 1917	Int.	15½	1¾	5/32
4-K, 6-L, 6-N, 1917	Int.	38	2	5/32
6-O, 1918	Ext.	24	2	5/32
	Int.	24½	2	5/32
R, 1920	Ext.	67	2	5/32
	Int.	24½	2	5/32
S, 1920	Ext.	45	2	5/32

BRAKE LINING SIZES—(Continued)

Make and Model		Length in.	Width in.	Thick- ness in.
LIBERTY—				
10-A, 1916	Ext.	37 3/16	2	3/16
	Int.	23 3/16	2 1/2	3/16
10-B, 1917-19	Ext.	37 3/16	2	3/16
	Int.	23 3/16	2 1/2	3/16
10-A, 10-B, 1920	Ext.	23 13/16	2 1/2	3/16
	Int.	37 3/16	1 15/16	3/16
10-C, 1920	Ext.	23 13/16	2 1/2	3/16
	Int.	40 1/4	1 15/16	3/16
LOCOMOBILE—				
M5-6-7, 1916-17	Int.	14 1/2	2 1/2	3/16
	Ext.	48 1/4	3	3/16
M48, 1918-20	Int.	14 1/2	2 1/2	3/16
R38, 1918-20	Ext.	48 1/4	3	3/16
LORRAINE—				
MADISON—				
14, 1917	Cont'g	37	2	5/32
	Exp'd'g	37	2	5/32
13, 1918	Cont'g	36	2	5/32
	Exp'd'g	36	2	5/32
12, 1918	Cont'g	37	2	5/32
	Exp'd'g	36	2	5/32
6, 1919	Int.	40	2	5/32
	Ext.	40	2	5/32
1920	Int.	42	2	3/16
	Ext.	44	2	3/16
MAIBOHN—				
A, 1918	Int., Tog.	29	1 1/4	5/32
	Ext. Tog.	27 1/4	1 1/4	5/32
1919	Int.	37	1 1/4	5/32
	Ext.	37	1 1/4	5/32
1920	Int.	36	1 1/4	3/16
	Ext.	37	1 1/4	5/32
MARION-HANDLEY—				
A60-60, B60-40, 1917	Ext.	44	2	3/16
	Int.	42	2	3/16
MARMON—				
41, 1914-16	Int.	49	2 1/2	3/16
	Ext.	53 1/2	2 1/2	3/16
34, 1916-19	Int.	47 3/4	1 1/2	3/16
	Ext.	53 1/4	2	3/16
34, 1920	Int.	47 1/8	1 1/2	3/16
	Ext.	54	2	3/16
MARSHALL—				
MAXWELL—				
25, 1914	Int.	17 7/8	1 1/4	3/16
	Ext.	37 3/4	1 1/4	3/16
25, 1915-18	Int.	15	1 1/4	3/16
	Ext.	34 3/4	1 1/4	3/16
1920	Int.	19 1/4	1 1/4	3/16
	Ext.	38 3/4	1 1/4	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
McFARLAN—All Models—				
1915-16	Int.	48	2	3/16
	Ext.	51	2½	3/16
1917-19	Int.	49½	2½	3/16
	Ext.	54	2½	¼
1920	Int.	49½	2½	3/16
	Ext.	54	2½	7/32
MERCER—				
1913-14	Rr. Wh.	18¾	2½	3/16
	Trans.	9	3¾	3/16
1915-17	Rr. Wh.	47	2½	3/16
	Trans.	12	2½	3/16
1918-20	Rr. Wh.	17¾	2½	3/16
	Trans.	12	2½	3/16
METEOR—				
METZ—				
1915-17	Int.	13¾	1¾	3/16
	Ext.	30¾	1¾	3/16
1919-20	Int.	20¾	1¾	3/16
	Ext.	43½	1¾	3/16
MITCHELL—				
1914	Int.	47¾	2	3/16
	Ext.	51½	2½	3/16
1916	Int.	40	1½	3/16
	Ext.	44	2	3/16
C-42, 1917-18	Int.	40	1½	3/16
	Ext.	39½	2	3/16
D-40, 1917-18	Int.	35¼	2	5/32
	Ext.	38½	2	3/16
F-40, 1920	Int.	40	1½	3/16
	Ext.	40¾	2	3/16
MOLINE-KNIGHT (See R. & V. Knight)—				
MOLLER—				
MONITOR—				
MONROE—				
1915-16	Int.	28 21/32	1¾	5/32
	Ext.	27¾	1¾	5/32
1917	Int.	32	1¾	5/32
	Ext.	34¾	2	5/32
1920	Int.	31½	1¾	3/16
	Ext.	34	2	3/16
MOON—				
39 1914	Rr. Wh.	46	2½	3/16
6-40, 1914-15	}	40	2	3/16
42, 1914-15				
6-30, 1916				
6-50, 1914-16				
6-43, 1917	Rr. Wh.	40	2	3/16
6-66, 1917	Rr. Wh.	40	2	3/16
6-48, 1920	Ser.	41	1¾	3/16
	Emer.	41	1½	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
MOORE—				
30, 1919	Int.	35½	1¾	3/16
	Ext.	37	1¾	3/16
F, 1920	Int.	35½	1¾	3/16
	Ext.	37	1¾	3/16
MURRAY—				
NASH—				
20, 1917	Wheel	40¾	2	3/16
	Trans.	20¾	2¾	3/16
30, 1917	Wheel	50¾	3	3/16
	Trans.	20 7/16	2½	3/16
671, 1917-18	Wheel	40 11/16	2	3/16
	Trans.	20 7/16	2¾	3/16
Quad, 1917-18	Wheel	49¾	2½	¾
	Trans.	25 7/16	2½	¾
681, 1918	Wheel	40¾	2	3/16
	Trans.	18 11/16	2½	3/16
20, 1918	Wheel	40¾	2	3/16
	Trans.	20 7/16	2½	3/16
6-81 1920	Int.	40 13/32	2	3/16
	Ext.	18 11/16	2½	3/16
20-18, 1920	Int.	29¾	2½	3/16
	Ext.	20 7/16	2½	3/16
30-18, 1920	Int.	15¾	3 3/16	...
	Ext.	20 7/16	2½	3/16
NATIONAL—				
W6, AAB, 1914-16	Int.	48¾	2	3/16
	Ext.	50¾	2¾	3/16
AC, AD, 1916; AE-6 } AH-12 AF-6, AK-12 } 1917-19 Sextet, 1920	Int.	43¾	1¾	5/32
	Ext.	45	2	5/32
	Int.	46¾	2¾	5/32
	Ext.	48	2½	5/32
NELSON—				
All, 1917-20	Int.	32½	1¾	¾
	Ext.	32½	1¾	¾
	Int.	32	1¾	5/32
	Ext.	32	1¾	5/32
NOMA—				
1919				
NORWALK—				
1920		36	1¾	3/16
OAKLAND—				
42, 43, 60, 61; 1914	Rr. Wh.	20¾	1¾	5/32
48, 1914	Int.	43	2	5/32
62, 1914	Int.-Ext.	50	2½	3/16
337, 1915	Int.	35 5/16	1½	5/32
49, 1915	Ext.	37¾	2	5/32
	Int.	40 9/16	1¾	5/32
32, 1916	Ext.	35¾	1¾	5/32
	Int.	34 9/16	1¾	5/32



BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
OAKLAND—				
32B, 1916	Ext.	36	1 1/4	5/32
	Int.	35	1 1/4	5/32
	Int.	34 3/4	1 1/2	5/32
50, 1916-17	Ext.	35 1/4	2	5/32
38, 1916	Int.	40 15/16	1 1/4	5/32
	Ext.	43 1/16	2	5/32
34, 1917; 34B, 1918-19	Int.	35	1 1/4	5/32
	Ext.	34 3/4	2	5/32
	Int.	35 1/4	1 1/4	5/32
34B, 1920	Ext.	37 1/4	1 1/4	5/32
OLDSMOBILE—				
54, 1914	Int.	46 1/2	1 1/4	3/16
55, 1915	Ext.	49	2 1/2	3/16
42, 1915	Int.	35 5/16	1 1/2	5/32
	Ext.	37 1/4	2	5/32
43, 1916	Int.	34 3/4	1 1/2	5/32
	Ext.	35 1/4	2	5/32
44, 1916	Int.	35	1 1/4	5/32
45, 1917	Ext.	38 1/4	2	5/32
37, 1917-18	Int.	35	1 1/4	5/32
	Ext.	38 1/4	2	5/32
45A, 1918	Int.	40 15/16	1 1/4	5/32
45-B, 1920	Ext.	43 1/16	2	5/32
	Int.	38 1/4	1 1/4	5/32
37-A, 1920	Ext.	43 1/16	1 1/4	5/32
	Int.	35	1 1/4	5/32
	Ext.	38 1/4	1 1/4	5/32
OLYMPIAN—				
45, 1918	Int.	34 3/4	1 1/4	3/16
1919-20	Ext.	37	1 1/4	3/16
	Int.	35 1/4	1 1/4	5/32
	Ext.	37 7/16	1 1/4	5/32
OVERLAND—				
79, 1914; 83, 1916; 85, 1917	Int.	10 3/16	2 1/4	3/16
80, 1915; 83, 1916; 85, 1917	Ext.	41	2 1/4	3/16
81, 1915	Int.	9 1/4	2	3/16
	Ext.	30 3/4	2 1/4	3/16
82, 1915; 86, 1916	Int.	13	2 1/4	3/16
84, 1916; 88, 1917	Ext.	44 1/2	2 1/4	3/16
75, 1916				
90, 1917 to 19	Int.	12 3/4	1 1/4	3/16
90B, 1918-19	Ext.	38	1 1/4	3/16
89, 1918-19	Ext.	41	2 1/4	3/16
B. O. E., 1919	Int.	40 3/4	2 1/4	3/16
	Ext.	41	2 1/4	3/16
4, 1920	Int.	15	1 1/4	5/32
	Ext.	31 1/4	1 1/4	5/32
OWEN MAGNETIC—				
M25, 1915 to '18	Int.	44 3/4	2 1/2	3/16
	Ext.	43 3/4	2 1/2	3/16
036, 1915 to '17	Int. Emer.	20 3/4	1 1/4	3/16
W42, 1918-19	Int. Ser.	20 3/4	2 1/2	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
PACKARD—				
238, 1914	Ext.	52 11/16	2 3/4	3/4
	Int.	47 1/4	2	3/16
348, 1914	Ext.	29 5/32	2 3/4	3/4
	Int.	14 3/32	2 3/4	3/4
448, 1914; 548, 1915	Ext.	53 3/32	2 3/4	3/4
	Int.	47 1/4	2	3/16
338, 1915	Ext.	53	2 3/4	3/4
	Int.	47 1/4	2	3/16
125, 1915 to 1917	Ext.	53	2 3/4	3/4
	Int.	47 1/4	2	3/16
135, 225, 235, 1915 to 1919	Ext.	53	2 3/4	3/4
	Int.	47 1/4	2	3/16
	Ser.	53 5/64	2 3/4	3/4
1920-21	Emer.	42 5/16	2	3/16
PAIGE—				
4-F-36, 1914	Int.	45 3/4	3 3/4	3/4
	Ext.	45 3/4	3 3/4	3/4
G-6, 6-46, 1915	Int.	42 3/4	1 3/4	5/32
	Ext.	45 3/4	2	3/16
H-6, 6-36, 1915	Int.	35 1/4	2	5/32
	Ext.	37 1/2	2	5/32
G-6, 6-46, 1916; 6-51, 1917 to 1919	Int.	42	2	3/16
	Ext.	44	2	3/16
H-6, 6-38, 1916	Int.	35 1/4	2	5/32
	Ext.	38 1/2	2	3/16
K-6, 6-39, 1917 to 1919	Int.	35 1/4	2	5/32
	Ext.	38	2	3/16
6-55, 1920	Int.	42	2	3/16
	Ext.	44	2	3/16
6-42, 1920	Int.	35 1/4	2	5/32
	Ext.	37 1/4	2	7/32
PAN-AMERICAN (See American Beauty)—				
PARENTI—				
PATERSON—				
1920	Int.	18	2	3/16
	Ext.	41 1/4	2	3/16
PEERLESS—				
48-6, 60-6, 1913 to 1915	Int.	40 3/4	3 3/4	3/4
	Ext.	44	2 3/4	3/4
54, 55, 1915; 56, 1916; 2-56, 1917	Int.	38 3/4	2	3/16
	Ext.	43 3/4	2	3/16
4-56, 1918	Int.	38 3/4	2 3/4	3/16
	Ext.	43 3/4	2 3/4	3/16
Series 6, 1920	Int.	38 3/4	2 3/4	3/16
	Ext.	38 3/4	2 3/4	3/16
PENNSY—				
Series 17 1917				
PHIANA—				

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
PIEDMONT—				
R, 1919	Int.	31	2	5/32
1920	Ext.	34	2	5/32
PIERCE-AKROW—				
6-38C2, 1914	Int.	13 3/4	2 3/4	3/16
6-48B2, 1914	Int.	17 1/16	3	3/16
	Ext.	18 3/16	3 3/4	3/16
6-66A2, 1915	Int.	19 3/4	3	3/16
6-66A3, 1915	Ext.	20 7/8	3 3/4	3/16
6-48B3, 1915	Int.	17 1/16	3	3/16
	Ext.	18 3/16	3 3/4	3/16
6-38C3, 1915	Ext.	14 13/16	3	3/16
6-38C4, 1916	Int.	13 3/4	2 3/4	3/16
	Int.	17 1/16	3	3/16
6-48B4, 1916	Ext.	18 3/16	3 3/4	3/16
	Int.	19 3/4	3	3/16
6-66A5, 1917	Ext.	20 7/8	3 3/4	3/16
	Int.	13 3/4	2 3/4	3/16
6-48A4, 1916	Ext.	14 13/16	3	3/16
	Int.	16 13/16	3	3/16
6-38C5, 1917	Ext.	18 3/16	3	3/16
	Int.	19	3	3/16
6-48B5, 1917	Ext.	20 7/8	3 3/4	3/16
	Int.	19	3	3/16
48B5, 66A5, B5, 1918, 19	Ext.	20 7/8	3 3/4	3/16
	Int.	13 3/4	2 3/4	3/16
38C5 1918	Ext.	15 3/4	3	3/16
	Int.	16 13/16	3	3/16
38C4, 1919	Ext.	18 3/16	3 3/4	3/16
	Int.	38	3	3/16
48-H.P., 1920	Ext.	41 3/4	3 3/4	3/16
	Int.	33 9/16	3	3/16
38-H.P., 1920	Ext.	36 3/4	3 3/4	3/16
PILGRIM—				
PILOT—				
6-45, 1916 to 1919	Int.	34	1 3/4	3/16
	Ext.	34	2	3/16
6-45, 1920	Int.	44 1/2	1 3/4	1/16
	Ext.	44 1/2	2	1/16
PORTER—				
1920	Ser.	36	2 1/2	1/4
	Emer.	16	2 3/4	5/16
PREMIER—				
6-50, 1915-16	Int.	44 3/4	2 1/2	3/16
	Ext.	49 3/4	2 1/2	3/16
6-B, 1917	Int.	40 3/4	2	3/16
	Ext.	43 3/4	2	3/16
6-C, 1918-19	Int.	38 3/4	2	3/16
	Ext.	43 3/4	2	3/16
6-D, 1920	Int.	19 9/16	2 3/4	5/32
	Ext.	48 3/4	2 3/4	5/32

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
REO—				
R, S, 1912 to 1917; L, 1915	Int.	38 13/16	2	3/16
	Ext.	43	2	3/16
J, 1914 to 1916	Jack.	33 1/2	2	3/16
	Hub.	52	1	3/16
M, N, 1916; T, 1918	Int.	38 13/16	2	3/16
	Ext.	43	2 1/4	3/16
M, N, 1916; F, 1917	Int.	38 13/16	2	3/16
	Ext.	43	2 1/4	3/16
M, N, 1917	Int.	38 13/16	2	3/16
	Ext.	43	2	3/16
T, U, 1918-20	Int.	38 13/16	2	3/16
	Ext.	42	3	3/16
RI-CHARD—				
REVERE—				
C, D	Ser.	48	2 1/4	3/4
	Emer.	52	2 1/4	3/4
ROAMER—				
R, 1917-19	Ser.	15	1 3/4	5/32
	Emer.	15	1 3/4	5/32
6-54, 1920	Ser.	49 1/2	2 1/4	3/16
	Emer.	41	2 1/4	3/16
C6-54, 1920	Int.	41	2 1/4	3/16
	Ext.	49 1/2	2 1/4	3/16
ROCK FALLS—				
1918-20	Ser.	48	2 1/4	5/32
	Emer.	46 1/2	2 1/4	5/32
R & V KNIGHT—				
M-K, B, 1914-15	Int.	52	2	3/16
	Ext.	52	2 1/4	3/16
M-K, G, 1916	Int.	41 1/2	1 3/4	3/16
	Ext.	42 1/2	2	3/16
M-K, C, Timkin Axle, 1917	Int.	40	2	3/16
	Ext.	42 1/2	2	3/16
M-K, C. W. M. Axle, 1917	Int.	41 1/2	1 3/4	3/16
	Ext.	42 1/2	2	3/16
M-K, G, 1917	Int.	40	2	3/16
	Ext.	42 1/2	2	3/16
M-K, L, 1918-19	Int.	40	2	3/16
	Ext.	42 1/2	2	3/16
J, 1920	Int.	20 1/4	2 1/2	3/16
	Ext.	21 1/4	2 1/4	3/16
R, 1920	Int.	41 1/2	2	3/16
	Ext.	42 1/2	2	3/16
SAXON—				
4, 1917	Int.	21 1/2	3/4	3/4
	Ext.	21 1/2	3/4	3/4
6, 1917	Int.	24	1 1/4	3/4
	Ext.	30 1/2	1 1/4	3/4
6. S4, T18, 1918-19	Int.	35 1/4	1 1/4	3/16
	Ext.	37 3/16	2	3/16

BRAKE LINING SIZES—(Continued)

Make and Models	Length in.	Width in.	Thick- ness in.
SAYERS—			
6, 1917	Int. Exp. 32	2	1/4
	Ext. Cont. 32 1/2	1 3/4	1/4
6, 1918	Int. Exp. 32	2	1/4
	Ext. Cont. 33 1/2	1 3/4	1/4
B, 1919	Int. 32	1 3/4	5/32
	Ext. 38	2	5/32
1920	Int. 32	1 3/4	5/32
	Ext. 38	2	5/32
SCRIPPS-BOOTH—			
C, 1915	Int. 8 1/2	1 1/2	1/4
	Ext. 21 1/2	1 1/2	1/4
C, 1916	Int. 28 21/32	1 3/4	5/32
	Ext. 27 1/4	1 3/4	5/32
D, 1916	Int. 27 1/4	1 3/4	5/32
	Ext. 32	2	5/32
G, 1917	Int. 28 21/32	1 3/4	5/32
	Ext. 27 1/4	1 3/4	5/32
H, 1917	Int. 27 1/4	1 3/4	5/32
	Ext. 32	2	5/32
D, 1918	Int. 35	1 3/4	5/32
	Ext. 34 1/4	1 3/4	5/32
6-39, 1920	Int. 35	1 3/4	5/32
	Ext. 34 1/4	1 3/4	5/32
SENECA—			
A, 1917	Int. 14	1	1/4
A, 1918	Ext. 36	1 1/4	1/4
	Ext. 37 1/2	2	1/4
H, 1919	Int. 35 1/4	1 3/4	5/32
	Ext. 37 1/4	1 3/4	5/32
L, 1920	Int. 34 1/2	1 3/4	1/4
	Ext. 36 1/2	1 3/4	1/4
SEVERN—			
1920	Ser. 18	2 1/4	3/16
	Emer. 12	2 1/4	3/16
SIMPLEX—			
38	Int. 16	2 1/4	3/16
	Ext. 20 1/2	2 1/4	3/16
50	Serv. 14	3	3/16
	Int. 16	2 1/4	3/16
E	Ext. 13 1/4	4	5/16
Crane 5, 1916	Int. 32	4	1/4
	Ext. 43 1/4	2 1/2	1/4
1920	Int. 32	4	1/4
	Ext. 43 1/4	2 1/2	1/4
SINGER—			
1915-18	Int. 47 1/2	2 1/2	3/16
	Ext. 48 1/2	2 1/2	3/16
1920	Int. 51	2 1/2	3/16
	Ext. 45	2 1/2	3/16
SKELTON—			
35, 1920		1 3/4	
SOUTHERN—			



BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
STANDARD—				
F8, 1916	Int.	41½	2	3/16
	Ext.	45	2	3/16
8, 1917-18	Emer.	41½	2	3/16
	Ser.	45	2	3/16
E, 1917		48	2	3/16
G, 1918	Int.	38¾	2	3/16
8-I, 1920	Ext.	43¾	2	3/16
	Ser.	..	2½	3/16
STEARNS-KNIGHT—				
4, 6, 1914	Emer.	17¾	2½	¾
	Ser.	24	2½	¾
L, 1914	Emer.	20	1½	¾
	Ser.	25	2	¾
L4, 1914 to 17	Tran.	13	3	¾
	Rr Wh.	20	1½	¾
SK8, 1916-17	Trans.	13	3	¾
	Rr Wh.	24	2	¾
4, 1918	Int.	80	1½	¾
	Ext.	25	3	¾
8, 1918	Int.	96	2	¾
	Ext.	25	3	¾
S-K-L-4, 20	Ser.	47	2½	3/16
	Emer.	20	1½	¾
STEPHENS—				
70, 1918	Int.	40¾	1¾	5/32
	Ext.	43	2	¼
80, 1920	Int.	34½	2	5/32
	Ext.	42 9/16	2	5/32
STEVENS-DURYEA—				
D-6, 1914-15	Rr Wh.	15	2½	¾
STUDEBAKER—				
EB, SC, 1914	Rh Wh.	35¾	2½	3/16
EC, SD, 1915	Int.	36¾	1¾	3/16
	Ext.	42 3/16	2¾	3/16
ED, SF, 1916	Int.	42¾	1¾	3/16
	Ext.	44 5/16	2	3/16
Tour. SH, 1918-19	Int.	39¾	1¾	5/32
	Ext.	43¾	2	5/32
EG, EH, 1918 to 1920	Int.	43¾	1¾	5/32
	Ext.	46¾	2	5/32
EJ-6, 1920	Int.	39¾	1¾	5/32
	Ext.	43¾	2	5/32
STUTZ—				
All, 1914 to 1920	Int.	17	1¾	5/32
TEMLAR—				
445, 1918-19	Int., Ser.	15	2	3/16
	Ext. Emer.	15	2	3/16
1920	Int.	17½	1	3/16
	Ext.	17½	2	3/16
TEXAN—				
A-38, 1919-20	Int.	36	1¾	5/32
	Ext.	37	1¾	5/32

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
TULSA—				
D-1, 1918	Int.	35 $\frac{1}{4}$	2	5/32
	Ext.	38	2	3/16
D-1, 1919	Int.	81	2	3/16
	Ext.	88	2	3/16
1920	Int.	72	2	3/16
	Ext.	78	2	3/16
VELIE—				
1914	Int.	40	2 $\frac{1}{2}$	3/16
	Ext.	44	2 $\frac{1}{2}$	3/16
12, 14, 1915	Int.	40	2 $\frac{1}{2}$	3/16
	Ext.	44	2 $\frac{1}{2}$	3/16
15, 1916. 27, 37, 1917	Int.	40 $\frac{1}{4}$	2	3/16
	Ext.	43 $\frac{1}{4}$	2	3/16
22, 1916	Int.	31 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{4}$
	Ext.	34 $\frac{1}{2}$	2	$\frac{3}{4}$
23, 1917	Int.	11 $\frac{3}{4}$	3 $\frac{1}{4}$	$\frac{1}{4}$
	Ext.	40	2 $\frac{1}{2}$	3/16
24, 1917	Int.	44	2	3/16
	Ext.	11 $\frac{3}{4}$	3 $\frac{1}{4}$	$\frac{3}{4}$
25, 1916; 26A, 1917	Int.	13 3/16	3 $\frac{1}{4}$	$\frac{3}{4}$
	Ext.	35 $\frac{1}{4}$	1 $\frac{3}{4}$	3/16
26, 1916; 26A, 1917	Int.	37 3/16	2	3/16
	Ext.	42 $\frac{1}{4}$	1 $\frac{1}{2}$	3/16
28, 38, 1917 to 1919	Int.	19 13/16	1 $\frac{3}{4}$	3/16
	Ext.			
48, 1920	Int.			
	Ext.			
VERNON—				
819	Int.	35 $\frac{1}{4}$	2	5/32
	Ext.	34	2 $\frac{1}{4}$	3/16
419	Int.	29 $\frac{1}{4}$	1 $\frac{3}{4}$	$\frac{3}{4}$
	Ext.	31 $\frac{1}{4}$	2	5/32
417	Int.	16	1 $\frac{3}{4}$	$\frac{3}{4}$
	Ext.	23 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{4}$
418	Int.	25	1 $\frac{3}{4}$	5/32
	Ext.	27 $\frac{1}{4}$	1 $\frac{3}{4}$	5/32
VICTORY—				
WESTCOTT—				
030, 035, 1915	Int.	41	1 $\frac{1}{2}$	3/16
	Ext.	42 $\frac{1}{2}$	2	3/16
U-50, 1915	Int.	41	2	3/16
	Ext.	44	2	3/16
41, 42, 51, 1916	Int.	41	2	3/16
	Ext.	44	2	3/16
S, 1917	Int.	41	2	3/16
	Ext.	44	2	3/16
S-18A, 1918; S, 1919	Int.	41	2	3/16
	Ext.	44	2	3/16
C-48, 1920	Int.	41	2	3/16
	Ext.	44	2	3/16
C-38, 1920	Int.	42 $\frac{1}{2}$	1 $\frac{1}{2}$	3/16
	Ext.	43 $\frac{1}{2}$	1 $\frac{3}{4}$	3/16

BRAKE LINING SIZES—(Continued)

Make and Models		Length in.	Width in.	Thick- ness in.
WILLYS-KNIGHT—				
88-8, 1917 to 1919	Int.	13	2 $\frac{3}{4}$	3/16
	Ext.	44 $\frac{1}{2}$	2 $\frac{3}{4}$	3/16
88-6, 1917	Int.	13	2 $\frac{3}{4}$	3/16
	Ext.	44 $\frac{1}{2}$	2 $\frac{3}{4}$	3/16
89, 1917	Int.	10 3/16	2 $\frac{3}{4}$	3/16
	Ext.	41	2 $\frac{3}{4}$	3/16
4, 1918-19	Int.	13	2 $\frac{3}{4}$	3/16
	Ext.	44 $\frac{1}{2}$	2 $\frac{3}{4}$	3/16
WINTHER—				
1920	Int.	24 $\frac{1}{2}$	2	5/32
	Ext.	43	2	5/32
WINTON—				
Six 21, 1915	Int.	42 $\frac{1}{2}$	2 $\frac{1}{2}$	5/32
	Ext.	44 $\frac{3}{4}$	3	5/32
Six 21A, 1915	Int.	40	2 $\frac{1}{2}$	3/16
	Ext.	44	2 $\frac{1}{2}$	3/16
Six 22, 1916-17	Int.	44 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	48 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
Six 22A, 1916-17	Int.	44 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	48 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
22, 1918	Int.	44 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
	Ext.	48 $\frac{1}{4}$	2 $\frac{1}{2}$	3/16
1920	Int.	49	2 $\frac{1}{2}$	3/16
	Ext.	53 $\frac{1}{2}$	2 $\frac{1}{2}$	3/16

LISTS SHOWING VARIOUS SIZES OF LENS
USED ON DIFFERENT MAKES
OF AUTOMOBILES

Name of Car	Model	Size of Lens
Abbott Detroit	1916	10
Abbott Detroit	1917-18	9½
Ace	All G-L	9½
Allen	37	9½
Allen	0-38-41, 1919	9¼
Allen	43-1920	8½
American Six	1918-21	9
American Beauty	1920-21	9¼
Anderson	6-40-1918	9½
Anderson	1918-1919	9½
Anderson	1290	8¾
Apperson	1915	10
Apperson	1914-16-17	9½
Apperson	1918	8
Auburn	1916	10
Auburn	1917-1918	9½
Auburn	638-648	10½
Auburn	1919-644, 1917-18-19-20	9¾
Austin	1914-1917	9½
Beggs	1919-1920	8½
Bell	All Models	9½
Biddle	1917-18-19-20	9¼
Biltwell	1920	8¾
Birch	1920	8½
Bour Davis	1917-18	9¼
Brewster	1920	9¼
Briscoe	1916-4-38	8½
Briscoe	1916-8-38	8
Briscoe	1918-B 424	8
Briscoe	1917-M 424	8
Briscoe	1919-1920	8¾
Brooks		
Buick	B-24-25-36-37	7¾
Buick	B-55, C-24-25-36	8½
Buick	C-37	9¾
Buick	D-55	9½
Buick	E-D, 44-45-46-47	8½
Buick	E-49-50, C-55	9½
Buick	1918 E D-34-35	8
Buick	1918-E-44, E-45	8½
Buick	Little-1917	8½

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Buick	Sedan E-50, 1919	9½
Buick	H-44, H-45, N-46, N-47	8½
Buick	H-49, H-50, 1919	9½
Buick	Little Six, 1920	8½
Buick	K-44, 1920	8½
Buick	K-45, K-46, K-47, 1920	8½
Buick	K-49, K-50, 1920	9½
Bush	1920	9½
Cadillac	1912-13	10
Cadillac	1914-15-16-17-18-19	9¼
Cadillac	Type 57-1920	9½
Case	1916-17-18	8½
Case	1919-1920	9½
Chalmers	24-26-29-36B	10
Chalmers	32-32B-6-30	9½
Chalmers	1918-35-A, 35-B, 35-C, 35-D	8¾
Chalmers	1919-1920	8½
Champion	1916	9½
Chandler	1915 Early	10½
Chandler	1915 Late	9½
Chandler	1916-1917-1918	9¼
Chandler	1918 Dispatch	9½
Chandler	1919-1920	9½
Chevrolet	490 Little Car T	8
Chevrolet	D	9½
Chevrolet	F-FB	8½
Chevrolet	Baby Grand, 1918-1919-1920	8½
Chevrolet	8 Cylinders, 1919-1920	8½
Cleveland	1920	8½
Climber		
Cole	1913, All Models	11
Cole	1914, 1915, 6-60	10½
Cole	4-G	9½
Cole	1915, 8-50	9½
Cole	860-861, 1916-1917, All Models	9¼
Cole	870-871-872, 1918	9¼
Cole	8, 1919	8
Cole	1920	9¾
Colonial		
Columbia Six	1917-1918-1919-1920	8¾
Comet	C-53	10
Commonwealth	1919-20	8½
Crawford	1920	9

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Crow-Elkhart	1916-17-18-19-20	8½
Cunningham	1916-17-18-19	10
Cunningham	V-4, 1920, Pleasure Car	11
Cunningham	V-4, 1920, Commercial Car	10¼
Cunningham	9A, 1920, Limousine	10¼
Daniels	All Makes	9½
Davis	1916	10
Davis	1917-18-19-20	8½
Dispatch		8¾
Dixie Flyer	1916	8¾
Dixie Flyer	1917-19	8½
Dodge	All Makes	8¾
Dort	All Models to 1918	7¾
Dort	1918-19-20	8½
Dorris	1920	9¼
Douglas	1919	8½
Dupont	A	9½
Economy		
Elcar	1916-1917-1918	9½
Elgin	1917-1918	9½
Elgin	H-1920	9¼
Elgin	K-1920	8½
Empire	60	10½
Empire	45	10
Empire	1917-1918-1919-1920	9½
Erie		
Essex	A-1920	8¾
Essex	1919	8¾
Fergus		
Ferris	C-21	8¾
Fiat	All Makes	9½
Ford	1915-1916-1917-1918-1919	8¼
Ford	1920	8½
Fostoria	1916	8½
Franklin	Models previous 1914	8¼
Franklin	4-5, 1914	9¼
Franklin	6-7	10¼
Franklin	8	9½
Franklin	9, 1917, Old Series	8¾
Franklin	9, 1918, New Series	9½
Franklin	1919, 9B Early	9½
Franklin	1919, 9B Late	9
Franklin	1920, F 55	9

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Gardner	G	8 $\frac{3}{4}$
Geronimo	1920	9 $\frac{1}{2}$
Grant	1916-1917-1918-1919-1920	8 $\frac{1}{2}$
H. A. L.	1916-1917-1918	9 $\frac{1}{4}$
Halladay	1916	9 $\frac{1}{4}$
Handley-Knight	A	8 $\frac{3}{4}$
Hanson	54-60	11
Harroun		7 $\frac{7}{8}$
Hatfield	1916-1919	8 $\frac{1}{2}$ -9 $\frac{1}{4}$
Haynes	1915-30-33	10
Haynes	36, 37	10
Haynes	34, 35	10
Haynes	1918, 39 Sedan	9 $\frac{1}{4}$
Haynes	1917-1918, 44	9 $\frac{1}{4}$
Haynes	41, 1918	8 $\frac{1}{4}$
Haynes	12, 1919-1920	10 $\frac{1}{4}$
Haynes	6, 1919-1920	8 $\frac{3}{4}$
A. C. S. (Stutz)	All	9 $\frac{1}{2}$
Hollier	1916-1917-1918	8 $\frac{1}{4}$
Holmes	All models	9 $\frac{1}{4}$
Hudson	13-40, 14-40, 15-40, 16-40	9 $\frac{1}{2}$
Hudson	13-54, 15-54	10 $\frac{1}{8}$
Hudson	1917-1918-1919, Super Six	9
Hudson	1917-1918-1919, Speedster	9
Hudson	H-M-O 1920	9
Hupmobile	All models including 1918	8 $\frac{3}{4}$
Hupmobile	1919	8 $\frac{1}{8}$
Hupmobile	R-1920	8 $\frac{3}{8}$
Imperial	1915 Touring	8 $\frac{3}{4}$
Interstate	1915-1916-1917-1918	8 $\frac{1}{2}$
Int. Harvester	1920	8 $\frac{1}{2}$
Jackson	33, 1913, 40, 1914	9 $\frac{3}{4}$
Jackson	34-43, 1914	9 $\frac{1}{2}$
Jackson	44-46, 1915	10
Jackson	34-348, 1916	9 $\frac{1}{4}$
Jackson	53 1913, 1914-1915-1916	10
Jackson	68, 1916	10
Jackson	349, 1917, Wolverine	9 $\frac{1}{2}$
Jackson	34-A, 348-A, 68-A, 1917	9 $\frac{1}{2}$
Jackson	348, 1918	9 $\frac{1}{2}$
Jeffrey	14, 1914-1915	8 $\frac{1}{2}$
Jeffrey	J6, 1914	9 $\frac{3}{4}$
Jeffrey	C6, 1915	9 $\frac{1}{2}$

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Jeffrey	648, 1915	9¾
Jeffrey	J661, 1916	9½
Jeffrey	J472, 1917	8½
Jeffrey	J 671, 1917	8½
Jeffrey	1917, 4 & 6	8¾
Jones	1919-1920	8½
Jordan	All models	9½
Kenworthy	6-55, 4-80, 8-90	10
King	1916, All Models	9¼
King	D-15	9½
King	1917, EE-17	9¼
King	EE 8, 1918-1919	9¼
King	1920	8¾
Kissel Kar	4-32	8½
Kissel Kar	4-36	9
Kissel Kar	6-38	10½
Kissel Kar	6-42	9¼
Kissel Kar	6-48	9¾
Kissel Kar	1919-1920	8
Kline	All Models	8¾
Krit	1916	7¾
La Fayette	8	9¼
La Marne		
Lancia	1916	9¼
Leach	6-20, 20 A. B. C.	8¾
Lenox	Model O	9
Lenox	1916	9½
Lexington	1916 Models	9¼
Lexington	1917 Models	9¼
Lexington	1918 Models	9½
Lexington	1919 Models	9½
Lexington	1920 Models	10¼
Liberty Six	10-A	8¾
Liberty Six	1917-18-19, 10-B	9½
Liberty Six	1920	9
Lincoln		
Locomobile	1913 to 1920, All Models	9½
Lorraine	21- T	7½
Lozier	1914-1915	11
Lozier	1916 to 1920 inclusive, All Models	9¼
Mc Farlan	1915	9¾
Mc Farlan	1916-1917	9½
Mc Farlan	1918-1919 Upper Lower	9½ 3¾

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Mc Farlan	1920	10¼
Mc Laughlin	D-45	8½
Mc Laughlin	D-55	9¾
Madison		
Maibohn	1917-13	7½
Maibohn	1919	8
Marion	1917-A	8¾
Marion	1917-1918-1919 B	9½
Marmon	32, 1913-1914	9¾
Marmon	48, 1913, 1914, 1915	11¾
Marmon	41, 1914	9¾
Marmon	41, 1915-1916	10¾
Marmon	34, 1916, 1917, 1918, 1919, 1920	9¾
Maxwell	1914	9¾
Maxwell	Series 15-16	8¾
Maxwell	Series 17	8½
Maxwell	1919	8¾
Maxwell	25, 1920	8¾
Mercer	Previous and including 1919, All Models	9¾
Mercer	1920	9
Meteor		
Metz	22-1915	8
Metz	25, 1916, 1917, 1918, 1919	8½
Metz	Master Six 1920	9¼
Milbourn	Special, All Models	6¼
Mitchell	1918 C-42, First Series	9¾
Mitchell	1918, D-40	8
Mitchell	C-442 Second Series	8½
Mitchell	6 of 16	9¼
Mitchell	1918, D 5-40	8
Moline Knight	All Models	9½
Monitor	1916-18	8½
Monroe	1920	9
Moon	45-36	9¼
Moon	1917, 1918, 6-66	10
Moon	1918, 6-36	8½
Moon	1917, 1918, 6-43	8½
Moon	1919	9¼
Moon	1920	8½
Moore	5-48, 20	8½
Moore	F	8
Monroe	M-4	8½

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Lens Size of
Monroe	M-3	7 $\frac{3}{4}$
Monroe	1920	8 $\frac{3}{8}$
Moyer	1913-1916	9 $\frac{1}{2}$
Murray	All Models	8 $\frac{3}{8}$
Nash	1917	8 $\frac{3}{8}$
Nash	1918	8 $\frac{3}{4}$
Nash	1919-1920	8 $\frac{1}{2}$
National	6 & 12 Highway	9 $\frac{1}{4}$
National	Newport	9 $\frac{3}{4}$
National	1920, BB	9 $\frac{1}{4}$
Nelson	1920	8 $\frac{3}{8}$
Noma	A. B. C.	
Norwalk	1919-1920	8 $\frac{5}{8}$
Oakland	38-50	9 $\frac{1}{2}$
Oakland	32-52	8 $\frac{1}{2}$
Oakland	Sensible Six	8 $\frac{5}{8}$
Oakland	34	8 $\frac{1}{2}$
Oakland	34-B	8 $\frac{1}{4}$
Oakland	40-36	9 $\frac{1}{4}$
Oakland	42	10
Oakland	38	8 $\frac{1}{2}$
Oakland	1918-1919-1920	8
Oldsmobile	All Models	8 $\frac{5}{8}$
Olympian	1918	8
Overland	Model 75-90	8 $\frac{1}{4}$
Overland	75	8 $\frac{1}{2}$
Overland	78-90-82-84	9 $\frac{1}{4}$
Overland	81-83-85-B	8 $\frac{3}{4}$
Overland	85-6 TL	9 $\frac{5}{8}$
Overland	1918-90, 1919-90	8 $\frac{1}{4}$
Overland	1918, 85-4	8 $\frac{3}{4}$
Overland	1918, 85-6	8 $\frac{3}{4}$
Overland	1918, 89	9 $\frac{3}{8}$
Overland	4 Cyl. Sedan, 1919, 1920	8
Overland	6 Cyl. Sedan, 1919, 1920	8
Owen Magnetic	All Models	9 $\frac{1}{4}$
Packard	325-335	8 $\frac{1}{2}$
Packard	1909, 1910, 1911	11
Packard	1909, NA, 1910, NB	9 $\frac{1}{2}$
Packard	1911 NC, 1912	9 $\frac{1}{2}$
Packard	238, 438, 338, 548, 125, 135	10 $\frac{1}{8}$
Packard	1918, 1919, 1920, Auxiliary	3 $\frac{1}{4}$
Packard	1918, 1919, 1920, Auxiliary	3 $\frac{1}{4}$

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Lens Size of
Packard	3-25, 3-35, 1918, 1919, 1920	8½
Packard	225	10
Paige	All Models	9¾
Pan American	1919, 1920	10¼
Paroli		
Paterson	6-42, 6-45, 1917, 1918, 1919	8½
Pathfinder	Twin-Six	9¾
Peerless	1920	10¼
Peerless	1913, 1914, 1915	9¾
Peerless	8 Cylinder	9¾
Peerless	0-2884	9
Peerless	3177	9½
Peerless	56, 1918, 1919, 1920	9¾
Pennsy		
Pierce	1913, 1914, 1915, 1916, 1917, 1918, 1919	9½
Pierce	1920	9¾
Piedmont	All Models	8¾
Pilot	All Models	8½
Phianna	1920	10¼
Porter	45	10¾
Premier	Models previous to and incl. 1919,	1¾
Premier	6D, 1920, Upper	9½
	Lower	3¾
Pope Hartford	1915	10½
Pullman	1915	8
Pullman	1916-1917	8½
Regal	All Models	10
Renault	All Models	9¾
Reo	1914, Early	10
Reo	1914, Late	9¾
Reo	1915, 1916, 1917	9½
Reo	1918-1919, 4 Cylinder	9½
Reo	T6, U6, 1920	9½
Re Vere	1920	8
Roamer	All Models	9½
Rock Falls		
Rolls Royce	1919-1920	11¾
Ross	1916	9¼
Ross	1917, 1918, 1919, 1920	9½
Russell	1914, 1915, Models 42, 4	11
Russell	1913, 1914, Model 28	9½
Russell	1915, 1916, All Makes	9¼
R & I	Electric Car	8

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Jeffrey	648, 1915	9¾
Jeffrey	J661, 1916	9½
Jeffrey	J472, 1917	8½
Jeffrey	J 671, 1917	8½
Jeffrey	1917, 4 & 6	8¾
Jones	1919-1920	8½
Jordan	All models	9½
Kenworthy	6-55, 4-80, 8-90	10
King	1916. All Models	9¼
King	D-15	9½
King	1917, EE-17	9¼
King	EE 8, 1918-1919	9¼
King	1920	8¾
Kissel Kar	4-32	8½
Kissel Kar	4-36	9
Kissel Kar	6-38	10½
Kissel Kar	6-42	9¼
Kissel Kar	6-48	9¾
Kissel Kar	1919-1920	8
Kline	All Models	8¾
Krit	1916	7¾
La Fayette	8	9¼
La Marne		
Lancia	1916	9¼
Leach	6-20, 20 A. B. C.	8¾
Lenox	Model O	9
Lenox	1916	9½
Lexington	1916 Models	9¼
Lexington	1917 Models	9¾
Lexington	1918 Models	9½
Lexington	1919 Models	9½
Lexington	1920 Models	10¼
Liberty Six	10-A	8¾
Liberty Six	1917-18-19, 10-B	9½
Liberty Six	1920	9
Lincoln		
Locomobile	1913 to 1920, All Models	9½
Lorraine	21- T	7½
Lozier	1914-1915	11
Lozier	1916 to 1920 inclusive, All Models	9½
Mc Farlan	1915	9¾
Mc Farlan	1916-1917	9½
Mc Farlan	1918-1919 Upper Lower	9½ 3¾

VARIOUS SIZES OF LENS—(Continued)

Name of Car	Model	Size of Lens
Velie	1920, Models 34 & 38	9 $\frac{7}{8}$
Vernon		
Victory		
Vim	1920, Models 34 and 48	9 $\frac{7}{8}$
Westcott	All Models	9 $\frac{1}{2}$
Vogue		
Wasp		
White	30	8 $\frac{5}{8}$
White	35	9 $\frac{1}{2}$
White	21A, 1915	9 $\frac{1}{4}$
White	45, 1915	10
White	1917, 1918	8 $\frac{5}{8}$
White	1919	9 $\frac{1}{2}$
Willys Knight	85-6	8 $\frac{3}{4}$
Willys Knight	89-6	9 $\frac{3}{8}$
Willys Knight	1916, 86-6	9 $\frac{3}{8}$
Willys Knight	1917, 88-4	9 $\frac{3}{8}$
Willys Knight	1917, 88-8	9 $\frac{3}{8}$
Willys Knight	1918, 88-8	9 $\frac{3}{8}$
Willys Knight	1919, 88-8	9 $\frac{3}{8}$
Willys Knight	1920, 88-8	9 $\frac{3}{8}$
Winther	61-	8
Winton	21, 1915	10 $\frac{1}{2}$
Winton		
Small Light		3 $\frac{5}{8}$
Winton	20-22A Baby Six	10 $\frac{1}{8}$
Winton	33 & 34, 1916	10 $\frac{1}{8}$
Winton		
Small Light	1917-18-19-20	3 3/16
Winton	1917-18-19-20	8 $\frac{1}{2}$
Wolverine		

Horse Power for Internal Combustion Motor Automobiles

$$\text{H.P.} = \frac{\text{FORMULA FOR: (DIAM. IN INCHES}^2 \times \text{NUMBER OF CYLINDERS)}}{2.5}$$

BORE INCHES	HORSE POWER—CYLINDERS			
	4	6	8	12
2 1/2	10.0	15.0	20.0	30.0
9/16	10.5	15.7		
5/8	11.0	16.5	22.0	33.0
11/16	11.5	17.3		
3/4	12.1	18.1	24.2	36.2
13/16	12.6	18.9		
7/8	13.2	19.8	26.4	39.6
15/16	13.8	20.7		
3	14.4	21.6	28.8	43.2
1/16	15.0	22.5		
1/8	15.6	23.4	31.2	46.8
3/16	16.2	24.3		
1/4	16.9	25.3	33.8	50.6
5/16	17.5	26.3		
3/8	18.2	27.3	36.4	54.6
7/8	18.9	28.3		
1 1/2	19.6	29.4	39.2	58.8
9/16	20.3	30.4		
5/8	21.0	31.5	42.0	63.0
11/16	21.7	32.6		
3/4	22.5	32.7	45.0	67.4
13/16	23.2	33.8		
7/8	24.0	36.0	48.0	72.6
15/16	24.8	37.2		
4	25.6	38.4	51.2	76.8
1/16	26.4	39.6		
1/8	27.2	40.8	54.4	81.6
3/16	28.0	42.0		
1/4	28.9	43.3	57.8	86.6
5/16	29.7	44.6		
3/8	30.6	45.9	61.2	91.8
7/16	31.5	47.2		
1 1/2	32.4	48.6	64.8	97.2
9/16	33.3	49.9		
5/8	34.2	51.4	68.4	102.8
11/16	35.1	52.7		
3/4	36.1	54.2	72.2	108.4
13/16	37.0	55.5		
7/8	38.0	57.0	76.0	114.0
15/16	39.5	58.5		
5	40.0	60.0	80.0	
1/16	41.0	61.5		
1/8	42.0	63.0	84.0	
3/16	43.0	64.5		
1/4	44.1	66.1	88.2	
5/16	45.1	67.7		
3/8	46.2	69.3	92.4	
7/16	47.3	70.9		
1 1/2	48.4	72.6	96.8	
9/16	49.5	74.2		
5/8	50.6	75.9	101.2	
11/16	51.7	77.6		
3/4	52.9	79.3	105.8	
13/16	54.0	81.0		
7/8	55.2	82.8	110.4	
15/16	56.4	84.6		
6	57.6	86.4	115.2	

CAMSHAFT (DRIVEN BY)

Helical Gear (122 Cars)

Allen	Grant	Overland
American	H. C. S.	Owen Magnetic
Anderson	Halladay	Paige
Apperson	Hanson	Paterson
Auburn	Hamlin-Holmes	Peerless
Austin	Harvard	Pennsy
Beggs	Hatfield	Piedmont
Biddle	Haynes	Pierce Arrow
Birch	Hollier	Pilgrim
Bour Davis	Huffman	Pilot
Buick	Hudson	Porter
Bush	Jackson	Premier
Case	Jones	Reo
Champion	Jordan	Roamer
Chevrolet	Kenworthy	Rock Falls
Climber	Kissel	Rolls-Royce
Cole	Kline	Ri-Char
Columbia	LaMarne	Sayers
Comet	Leach	Saxon
Commonwealth	Lexington	Scripps Booth
Crawford	Liberty	Seneca
Crow-Elkhart	Locomobile	Severin
Cunningham	Lorraine	Simplex
Daniels	Lozier	Singer
Davis	Madison	Skelton
Dispatch	Maibohm	Spacke
Dixie Flyer	Marion-Handley	Standard
Dodge	Marmon	Stanwood
Dorris	Marshall	Stephens
Dort	Maxwell	Stevens-Duryea
Douglas	McFarlan	Studebaker
Economy	Meteor	Stutz
Erie	Monroe	Tulsa
Elcar	Monitor	Velie
Elgin	Moon	Vernon
Essex	Nash	Vogue
Ferris	Nelson	Wasp
Fiat	Norwalk	Westcott
Ford	Oakland	Winther
Geronimo	Oldsmobile	
Glide	Olympian	

CAMSHAFT (DRIVEN BY)—Continued)

Chain (25 Cars)

Brewster	Hupmobile	R. & V. Knight
Cadillac	King	Revere
Chalmers	LaFayette	Stearns
Chandler	Laurel	Studebaker
Cleveland	Mercer	Templar
Dupont	National	Willys
Erie	Packard	Winton
Handley-Knight	Phianna	
Haynes	Pilgrim	

Spur Gear (11 Cars)

American Beauty	Franklin	Moore
Bell	Gardner	Noma
Briscoe	Metz	Wolverine
Colonial	Mitchell	

REAR AXLES

Full Floating (52 Cars)

Alsace	Douglas	Moore
American	DuPont	Nelson
Anderson	Economy	Olympian
Auburn	Elcar	Porter
Birch	Gardner	Richard
Bush	Hatfield	Revere
Campbell	Hollier	Rock Falls
Champion	Huffman	Rolls-Royce
Climber	Jackson	Seneca
Colonial	Kissell	Skelton
Comet	LaFayette	Stevens-Duryea
Commonwealth	Leach	Texan
Crow-Elkhart	Lozier	Tulsa
Daniels	La Marne	Vernon
Dixie Flyer	Locomobile	Waco
Dorris	Maibohm	Wasp
Dodge	Mitchell	Wolverine

¾ Floating (40 Cars)

American Beauty	Geronimo	Mercer
Beggs	Grant	Noma
Biddle	Hamlin-Holmes	Norwalk
Birch	Hanson	Overland
Bour Davis	Haynes	Piedmont
Case	Hupmobile	Paige
Chevrolet	Kenworthy	Pilgrim
Climber	Meteor	Roamer
Columbia	Monitor	Saxon
Crawford	Marmon	Sayers
Dort	Madison	Scripps-Booth
Elgin	Marshall	Severin
Ferris	Maxwell	Stutz

Semi-Floating (37 Cars)

American Beauty	Holmes	Packard
Buick	Hudson	Paterson
Chalmers	Jones	Peerless
Davis	Jordan	Pennsy
Essex	Liberty	Pierce-Arrow
Fiat	Lorraine	Premier
Ford	Metz	Reo
Franklin	Monroe	R. & V. Knight
Handley-Knight	Moon	Standard
Harvard	Nash	Stearns

REAR AXLES—(Continued)

Semi-Floating (37 Cars)—Continued

Stephens	Templar	Westcott
Stanwood	Velie	
Studebaker	Vogue	

Floating (40 Cars)

Allen	Harroun	Oakland
Apperson	Kline	Oldsmobile
Bell	Lafayette	Owen Magnetic
Brewster	King	Pennsy
Cadillac	Laurel	Phianna
Chandler	Lenox	Piedmont
Cole	Lexington	Pilot
Colonial	Lozier	Pilot
Cunningham	Marion-Handley	Simplex
Disbrow	McFarlan	Singer
Erie	Mercer	Willys-Knight
Ferris	Monitor	Winton
Geneva	Murray	
Halladay	National	

CARBURETORS

BALL & BALL (6 Cars)

(Penberthy Injector Co., Detroit)

King	Mercer	Peerless
Locomobile	Oldsmobile	Studebaker

CARTER (10 Cars)

(Carter Carburetor Co., St. Louis, Mo.)

Birch	Gardner	Skelton
Bush	Pennsy	Texan
Commonwealth	Piedmont	
Dort	Spacke	

JOHNSON (6 Cars)

(Johnson Co., Detroit, Mich.)

Apperson	Lorraine	Oldsmobile
Cole	Maxwell	Premier

MARVEL (6 Cars)

(Marvel Carb. Co., Flint, Mich.)

Buick	Moore	Oakland
Hanson	Nash	Scripps-Booth

NEWCOMB (2 Cars)

Holmes	Simplex
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OWN (11 Cars)

Cadillac	LaFayette	Ri-Chard
Essex	LaMarne	Rolls-Royce
Franklin	Pierce-Arrow	Vernon
Hudson	Packard	

RAYFIELD (24 Cars)

(Beneke & Kropf Mfg. Co., Chicago, Ill.)

American Beauty	Kline	National
Anderson	Leach	Paige
Auburn	Lexington	Pennsy
Chandler	Lozier	Reo
Dispatch	Madison	Rock Falls
Case	Mitchell	Singer
Haynes	McFarlan	Vellie
Jones	Moon	Westcott

CARBURETORS—(Continued)

STEWART (1 Car)

Dodge

SCHEBLER (7 Cars)

(Wheeler-Schebler Carburetor Co., Indianapolis, Ind.)

Birch	R. & V. Knight	Vogue
Erie	Seneca	
Laurel	Stearns	

STROMBERG (53 Cars)

(Stromberg Motor Devices Co., Chicago, Ill.)

Allen	Dorris	Paige
American	Elcar	Paterson
Austin	Elgin	Phianna
Beggs	Geronimo	Piedmont
Bell	Grant	Revere
Birch	Halladay	Roamer
Bour Davis	Huffman	Sayers
Brewster	Hupmobile	Severin
Bush	Jackson	Stanwood
Chalmers	Jordan	Stevens-Duryea
Cleveland	Kenworthy	Studebaker
Climber	Kissel	Stutz
Columbia	Liberty	Templar
Comet	Marion-Handley	Wasp
Crawford	Marmon	Winther
Cunningham	Metz	Winton
Davis	Monitor	
Dixie Flyer	Olympian	

TILLOSTON (6 Cars)

(Tilloston Mfg. Co., Toledo, Ohio)

Handley-Knight	Overland	Stephens
Maibohm	Pilot	Willys-Knight

ZENITH (26 Cars)

(Zenith Carburetor Co., Detroit, Mich.)

Biddle	Fergus	Nelson
Bour-Davis	Ferris	Noma
Briscoe	Hamlin-Holmes	Norwalk
Champion	Harvard	Owen Magnetic
Chevrolet	Hatfield	Porter
Crow-Elkhart	Hollier	Pilgrim
Daniels	Marshall	Standard
Douglas	Meteor	Tulsa
Economy	Monroe	

CARBUKETORS—(Continued)

	MILLER (1 Car)
Wolverine	
	SWAN (1 Car)
	Yale & Towne, Stamford, Conn.
DuPont	
	HOLLEY (1 Car)
	Holley Kerosene Carb. Co., Detroit, Mich.
Ford	
	NEWCOMB (1 Car)
Simplex	
	WEBBER (1 Car)
Colonial	

IGNITION

DELCO (34 Cars) (Dayton Engineer Co., Dayton, Ohio.)

Austin	Hanson	Oldsmobile
Buick	Haynes	Packard
Cadillac	Hudson	Paterson
Case	Jordan	Piedmont
Champion	LaFayette	Pierce-Arrow
Cole	Leach	Pilot
Cunningham	Marmon	Premier
Davis	Marshall	Sayers
Elcar	Moon	Stutz
Essex	National	Westcott
Fergus	Noma	
Geronimo	Norwalk	

ATWATER-KENT (22 Cars) (Atwater-Kent Mfg. Wks., Philadelphia, Pa.)

Birch	Harvard	Peerless
Bush	Hupmobile	Spacke
Climber	King	Standard
Columbia	Liberty	Stanwood
Commonwealth	Madison	Stearns
Franklin	Maibohm	Vernon
Grant	Maxwell	
Halladay	Paige	

CONNECTICUT (26 Cars) (Connecticut Co., Meriden, Conn.)

Allen	Economy	Overland
American	Hatfield	Pennsy
Anderson	Kline	Seneca
Beggs	Lexington	Skelton
Birch	Lorraine	Texan
Briscoe	Metz	Tulsa
Bush	Monitor	Vogue
Crow-Elkhart	Monroe	Willys Knight
Dixie Flyer	Olympian	

REMY (14 Cars) (Remy Elect. Div. of Gen. Motors, Detroit, Mich.)

Apperson	Hollier	Piedmont
Auburn	Kissel	Scripps-Booth
Bour Davis	Mitchell	Templar
Chalmers	Oakland	Velie
Chevrolet	Oldsmobile	

IGNITION—(Continued)

BOSCH (16 Cars)

(American Bosch Magneto Co., Springfield, Mass.)

Chandler	Nelson	Singer
Crawford	Owen Magnetic	Wasp
Dispatch	Phianna	Wolverine
Dorris	Ri-Chard	Winton
Du Pont	Roamer	
Kenworthy	Rock Fals	

AUTO-LITE (5 Cars)

(Electric Auto-Lite Corp., Cleveland, Ohio.)

Bell	Jones	Stephens
Jackson	Moore	

BERLING (5 Cars)

(Erricsson Mfg. Co., Buffalo, N. Y.)

Brewster	Mercer	Stevens-Duryea
Locomobile	Porter	

WAGNER (7 Cars)

(Wagner Electric Mfg. Co., St. Louis, Mo.)

Comet	Nash	Severin
Elgin	R. & V. Knight	Studebaker
	Saxon	

WESTINGHOUSE (10 Cars)

(Westinghouse Mfg. Co., Pittsburgh, Pa.)

American Beauty	Hamlin-Holmes	Revere
Bour-Davis	LaMarne	Winther
Climber	Marion-Handley	
Douglas	McFarlan	

NORTH EAST (2 Cars)

(North East Electric Co., Rochester, N. Y.)

Dodge	Reo
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OWN MAKE (3 Cars)

Ford	Holmes	Rolls-Royce
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GRAY & DAVIS (1 Car)

(Gray & Davis, Inc., Boston, Mass.)

Cleveland

IGNITION—(Continued)

KINGSTON 1 Car)

(Kokomo Electric Co., Kokomo, Ind.)

Haynes

SIMMS (2 Cars)

(Simms Magneto Co., East Orange, N. J.)

Biddle

Meteor

EISEMANN (2 Cars)

(Eisemann Magneto Corp., Brooklyn, N. Y.)

Pilgrim

Simplex

SPLITDORF (3 Cars)

(Splitdorf Electrical Co., Newark, N. J.)

Erie

Ferris

Laurel

PHILBRIN (1 Car)

Lozier

DUAL (1 Car)

Colonial

CLUTCHES

Dry Discs (117 Cars)

Allen	Gardner	Moore
Alsace	Geneva	Murray
American Beauty	Geronimo	Nash
American	Glide	National
Anderson	Grant	Noma
Apperson	Haliaday	Norwalk
Argonne	Hamlin-Holmes	Packard
Auburn	Handley-Knight	Peerless
Bcggs	Hatfield	Pennsy
Bell	Haynes	Phianna
Biddle	Hollier	Pilgrim
Birch	Jackson	Pilot
Bour Davis	Jones	Porter
Bush	Jordan	Premier
Cadillac	Kenworthy	Reo
Campbell	King	Ri-Chard
Case	Kline	R. & V. Knight
Chalmers	Lafayette	Sayers
Chandler	LaMarne	Seneca
Cleveland	Leach	Severin
Climber	Lenox	Simplex
Colonial	Lexington	Singer
Columbia	Liberty	Skelton
Comet	Locomobile	Standard
Commonwealth	Lozier	Stearns
Crawford	Madison	Stephens
Cunningham	Maibohm	Stevens-Duryea
Daniels	Marion	Studebaker
Davis	Marmon	Templar
Disbrow	Marshall	Tulsa
Dixie Flyer	McFarlan	Velie
Dodge	Mercer	Vernon
Dorris	Mercury	Waco
Douglas	Meteor	Wasp
Elgin	Mitchell	Westcott
Erie	Monitor	Winther
Fergus	Monroe	Winton
Ferris	Moon	Wolverine

Dry Plate (22 Cars)

American Beauty	Huffman	Piedmont
Buick	Hupmobile	Roamer
DuPont	LaMarne	Rock Falls
Economy	Lorraine	Saxon
Elcar	Overland	Texan
Franklin	Paige	Vogue
Hanson	Paterson	
Holmes	Penney	

CLUTCHES—(Continued)

Cone (18 Cars)

Brewster
Briscoe

Harroun
Harvard

Pierce-Arrow
Scripps-Booth

Cone (18 Cars)

Chevrolet
Cole
Colonial
Dort

Kissel
Oakland
Oldsmobile
Rolls-Royce

Studebaker
Stutz
Willys-Knight

Oil Disc (10 Cars)

Essex
Fiat
Ford
Hudson

Laurel
Lozier
Maxwell
Nelson

Olympian
Pilgrim

Control Unit (1 Car)

Dispatch

COOLING SYSTEMS

Pump (111 Cars)

Allen	Geronimo	Paige
Anderson	Clide	Paterson
American	Halladay	Peerless
American Beauty	Hanson	Pennsy
Auburn	Haynes	Phianna
Austin	Hollier	Piedmont
Beggs	Hudson	Pierce-Arrow
Birch	Huffman	Pilot
Bour Davis	Jacksor	Porter
Brewster	Jones	Premier
Buick	Jordan	Reo
Bush	Kenworthy	Revere
Cadillac	Kissel	Roamer
Case	Kline	Rock Falls
Chandler	LaFayette	Rolls-Royce
Chevrolet	LaMarne	Ri-Char
Cleveland	Leach	Sayers
Climber	Lexington	Severin
Cole	Locomobile	Scripps-Booth
Columbia	Lozier	Simplex
Comet	McFarlan	Singer
Crawford	Madison	Skelton
Crow-Elkhart	Marion-Handley	Standard
Cunningham	Marmon	Stanwood
Daniels	Mercer	Stearns
Davis	Meteor	Stephens
Dispatch	Metz	Stevens-Duryea
Dixie Flyer	Mitchell	Studebaker
Dodge	Monitor	Stutz
Dorris	Moon	Templar
Duglas	Nash	Velie
Economy	National	Vogue
Elcar	Noma	Wasp
Fergus	Oakland	Westcott
Ferris	Oldsmobile	Winther
Fiat	Owen Magnetic	Winton
Gardner	Packard	Wolverine

Thermo-Syphon (48 Cars)

Apperson	Bush	Crow-Elkhart
Bell	Chalmers	Dispatch
Biddle	Champion	Dort
Birch	Commonwealth	Dupont
Briscoe	Climber	Elcar

COOLING SYSTEMS—(Continued)

Thermo-Syphon (48 Cars)—(Continued)

Elgin	Laurel	Overland
Erie	Liberty	Piedmont
Essex	Lorraine	Pilgrim
Ford	Maibohm	R. & V. Knight
Grant	Marshall	Saxon
Hamlin-Holmes	Maxwell	Seneca
Handley-Knight	Monroe	Skelton
Harvard	Moore	Texan
Hatfield	Nelson	Tulsa
Hupmobile	Norwalk	Vernon
King	Olympian	Willys-Knight

Air Cooled (3 Cars)

Franklin	Holmes	Spacke
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OILING SYSTEMS

Force Feed and Splash (111 Cars)

Allen	Grant	Owen Magnetic
American	Geronimo	Packard
American Beauty	Halladay	Paige
Anderson	Hanson	Paterson
Auburn	Hatfield	Phianna
Apperson	Hollier	Pilot
Bell	Hudson	Porter
Biddle	Hupmobile	Premier
Birch	Hamlin-Holmes	Pennsy
Bour Davis	Harvard	Pilgrim
Briscoe	Huffman	Ri-Chard
Beggs	Jackson	R. & V. Knight
Buick	Jones	Reo
Bush	Jordan	Roamer
Cadillac	Kissel	Rock Falls
Case	Kline	Sayers
Chalmers	Kenworthy	Saxon
Chandler	LaFayette	Scripps-Booth
Chevrolet	Lexington	Stevens-Duryea
Climber	Liberty	Studebaker
Cleveland	La Marne	Stutz
Cole	Leach	Seneca
Columbia	Lozier	Severin
Comet	Locomobile	Simplex
Commonwealth	Lorraine	Stanwood
Crawford	McFarlan	Skelton
Dixie Flyer	Maibohm	Tulsa
Dodge	Maxwell	Texan
Dorris	Metz	Velie
Douglas	Mitchell	Vernon
Dispatch	Monroe	Vogue
Economy	Moon	Westcott
Elcar	Moore	Willys
Erie	Meteor	Winther
Elgin	National	Wasp
Essex	Oakland	Wolverine
Gardner	Olympian	

Force Feed (25 Cars)

Austin	Dispatch	Holmes
Brewster	Douglas	King
Colonial	Dupont	Marmon
Cunningham	Fiat	Mercer
Daniels	Ferris	Nelson
Davis	Handley-Knight	Noma

OILING SYSTEMS—(Continued)

Force Feed (25 Cars)—(Continued)

Oldsmobile	Singer	Templar
Peerless	Standard	Winton
Pierce-Arrow	Stearns	
Rolls-Royce	Stephens	

Splash (7 Cars)

Bush	Nash	Piedmont
Ford	Norwalk	Revere
Monitor	Overland	Spacke

(Circulating Splash (4 Cars)

Champion	Dort
Crow-Elkhart	Haynes

MOTORS USED IN CARS

OWN (70 Cars)

Allen	Holmes	Paige
Apperson	Hudson	Peerless
Brewster	Hupmobile	Phianna
Briscoe	King	Pierce-Arrow
Campbell	Kissel	Premier
Chalmers	LaFayette	Reo
Colonial	La Marne	Revere
Chandler	Leach	Ri-Chard
Chevrolet	Lomobile	Rolls-Royce
Cleveland	Lozier	R & V Knight
Cunningham	Marmon	Saxon
Daniels	Maxwell	Simplex
Dorris	Mercer	Spacke
Dodge	Mitchell	Standard
Dupont	Monroe	Stearns
Essex	Nash	Stephens
Fergus	National	Stevens-Duryea
Fiat	Nelson	Studebaker
Ford	Oakland	Stutz
Franklin	Oldsmobile	Templar
Grant	Olympian	Vernon
Harroun	Packard	Winton
Haynes	Overland	Willys

BUDA (3 Cars)

The Buda Co., Harvey, Ill.

Biddle	Lenox	Rock Falls
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CONTINENTAL (41 Cars)

Continental Motors Corp., Detroit, Mich.

American Beauty	Elcar	Noma
Anderson	Ferris	Paige
Auburn	Hanson	Paterson
Beggs	Hollier	Pennsy
Birch	Jones	Piedmont
Bour Davis	Jordan	Roamer
Bush	Kenworthy	Sayers
Case	Kline	Severin
Climber	Lexington	Stanwood
Columbia	Liberty	Velie
Comet	Marion	Vogue
Crawford	Marion-Handley	Westcott
Davis	Moon	
Economy	Monitor	

MOTORS USED IN CARS—(Continued)

DUESENBERG (4 Cars)

Duesenberg Motor Corp., Elizabeth, N. J.

Meteor	Revere	Wolverine
	Roamer	

FALLS (3 Cars)

Falls Motor Corp., Sheboygan, Wis.

Colonial	Elgin	Maibohm
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GOLDEN, BELKNAP & SCHWARTZ (6 Cars)

Golden, Belknap & Schwartz Co., Detroit, Mich.

Eell	Laurel	Pilgrim
Erie	Moore	Pennsy

HERSCHELL-SPILLMAN (18 Cars)

Hershell-Spillman Motor Co.,

North Tonawanda, N. Y.

American Beauty	Douglas	Standard
American	Geneva	Tulsa
Alsace	Hatfield	Vogue
Champion	Lorraine	Winther
Climber	Murray	
Dixie Flyer	Singer	

LYCOMING (14 Cars)

Lycoming Foundry & Machine Co.,
Williamsport, Pa.

Birch	Elcar	Skelton
Bush	Gardner	Norwalk
Crow-Elkhart	Hamlin-Holmes	Texan
Commonwealth	Marshall	Tulsa
Dort	Piedmont	

NORTHWAY (2 Cars)

Northway Motor Co., Detroit, Mich.

Cole	Scripps-Booth
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RUTENBER (6 Cars)

Rutenber Motor Co., Marion, Ind.

Crow-Elkhart	Halladay	Metz
Geronimo	Madison	Paige

MOTORS USED IN CARS—(Continued)

TEETOR (3 Cars)

**Teetor-Hartley Motor Corp.,
Hagerstown, Md.**

McFarlan Mercury Pilot

WEIDELY (2 Cars)

Weidely Motor Co., Indianapolis, Ind.

Austin H C S (Harry C. Stutz)

LE ROI (1 Car)

Milwaukee, Wis.

Seneca

WISCONSIN (2 Cars)

Milwaukee, Wis.

Dispatch

Wasp

STERLING (1 Car)

Sterling Engine Co., Buffalo, N. Y.

Harvard

CRANKSHAFT (BEARINGS USED)

Drilled for Oil*

7 Bearings (5 Cars)

Dorris*	Holmes*	Pierce Arrow
Franklin	Locombile	

5 Bearings (3 Cars)

LaFayette	LaMarne	Ri-Chard
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4 Bearings (22 Cars)

Anderson	Jackson	Reo
Beggs	Jordan	Rock Falls
Buick	Kline	Stevens-Duryea
Climber	Lexington	Studebaker
Davis	McFarlan	Westcott
Elcar	Monitor	Winton*
Hanson	Moon	
Hudson*	Noma*	

3 Bearings (105 Cars)—Continued

Allen	Crawford	Jordan
Alsace	Crow-Elkhart	King
American Beauty	Cunningham	Kissel
American	Davis	Liberty
Apperson*	Dispatch	Maibohm
Auburn	Daniels	Marmon
Austin*	Douglas	Mercer
Bell	Dodge	Metz
Biddle	DuPont	Mitchell
Birch	Economy	Moore
Bour Davis	Elcar	Moon
Briscoe	Elgin	Madison
Brewster	Erie	Marion-Handley
Bush	Essex	Murray
Cadillac	Ferris	Nash
Case	Fiat*	National*
Chalmers	Ford	Noma
Champion	Geronimo	Owen Magnetic
Chandler	Grant	Oakland
Chevrolet	Halladay	Oldsmobile
Cleveland	Haynes	Oakland
Climber	Hollier	Overland
Cole*	Hupmobile	Packard
Columbia	Jackson	Paige
Comet	Jones	Paterson

CRANKSHAFT (BEARINGS USED)—(Continued)

*Drilled for Oil.

Peerless*	Sayers	Texan
Phianna	Scripps	Velie
Pennsy	Singer	Westcott
Piedmont	Stearns*	Willys
Pilgrim	Standard	Vogue
Pilot	Stephens	Wasp
Porter*	Stutz*	Winther
Premier	Severin	Wolverine
R. & V. Knight	Stearns	
Roamer	Templar*	

2 Bearings (34 Cars)

Birch	Harvard	Overland
Bush	Hatfield	Pan-American
Champion	Lorraine	Revere*
Commonwealth	Maxwell	Roamer
Crow-Elkhart	Meteor	Spacke
Dixie	Moore	Saxon
Dort	Monroe*	Shaw
Duryea Gem	Nelson	Simplex
Elcar	Norwalk	Skelton
Gardner	Oldsmobile*	Tulsa
Hamlin-Holmes	Olympian*	Vernon

RIMS

FIRESTONE (76 Cars)

(Firestone Steel Products Co., Akron, Ohio)

Allen	Grant	Norwalk
American Beauty	Geronimo	Owen Magnetic
Anderson	Halladay	Packard
Apperson	Hatfield	Peerless
Auburn	Haynes	Phianna
Austin	Holmes	Piedmont
Bell	Hollier	Pierce-Arrow
Biddle	Handley-Knight	Premier
Bour-Davis	Huffman	R. & V. Knight
Brewster	Jones	Reo
Bush	Jordan	Rock Falls
Case	Kissel	Ri-Chard
Cleveland	Kline	Saxon
Cole	Liberty	Standard
Columbia	Locomobile	Stearns
Comet	Lorraine	Severin
Crow-Elkhart	McFarlan	Studebaker
Crawford	Metz	Templar
Daniels	Monroe	Velie
Dixie Flyer	Moore	Vogue
Dorris	Murray	Westcott
Dupont	Lafayette	Wasp
Douglas	Lozier	Winton
Economy	Marion-Handley	Winther
Elgin	Nash	
Fiat	National	

STANDWELD (23 Cars)

(Standard Parts Co., Cleveland, Ohio)

Birch	King	Roamer
Champion	La Marne	Stephens
Climber	Maibohm	Skelton
Commonwealth	Meteor	Stutz
Dispatch	Mitchell	Texan
Elcar	Monitor	Tulsa
Erie	Moon	Willys-Knight
Harroun	Overland	

KELSEY (12 Cars)

(Kelsey Wheel Co., Detroit, Mich.)

Cadillac	Hudson	Maxwell
Chalmers	Lexington	Paige
Essex	Hupmobile	Studebaker
Hanson	Marshall	

RIMS—(Continued)

JAXON (6 Cars)

(Jaxon Steel Products Co., Jackson, Mich.)

American Chevrolet	Gardner Oldsmobile	Paterson Revere
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CLEVELAND (4 Cars)

(Cleveland Welding Co., Cleveland, Ohio)

Briscoe Chandler	Dort Sayers
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GOODYEAR (6 Cars)

(Goodyear Tire & Rubber Co., Akron, Ohio)

Franklin Haynes	Laurel Madison	Mercer Pennsy
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PERLMAN (5 Cars)

(Peerlman Rim Co., New York City)

Bour Davis Oakland	Oldsmobile Pilgrim	Scripps-Booth
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GOODRICH (3 Cars)

(B. F. Goodrich Rubber Co., Akron, Ohio)

Cunningham	Olympian	Pierce-Arrow
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OWN MAKE (2 Cars)

Dodge	Ford
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BAKER (3 Cars)

(Stone-Thompson Mfg. Co., Chicago, Ill.)

Buick	Harvard	Vernon
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HOUKE (1 Car)

(Wire Wheel Corp. of America, Buffalo, N. Y.)

Noma

PARKER (1 Car)

(Parker Coll. Rim Corp., Chicago, Ill.)

Pilot

JACKSON (1 Car)

Seneca

DISC (5 Cars)

Colonial Fergus	Ferris Kenworthy	Leach
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SPRINGS

Full Elliptical (4 Cars)

Briscoe	Franklin
Dispatch	Holmes

¾ Elliptical (21 Cars)

Apperson	Kissel	Rock Falls
Birch	Kline	R. & V. Knight
Bush	Locomobile	Fierce-Arrow
Cunningham	Lorraine	Stevens-Duryea
Dixie Flyer	Madison	Velie
Dodge	Murray	Waco
Halladay	Pennsy	Winter

Semi-Elliptical (99 Cars)

Allen	Gardner	Nelson
Alsace	Geneva	Noma
American	Geronimo	Norwalk
American Beauty	Grant	Oakland
Anderson	Hamlin-Holmes	Oidsmobile
Argonne	Hanson	Owen Magnetic
Auburn	Hatfield	Packard
Beggs	Haynes	Pilgrim
Biddle	Hudson	Patterson
Bour Davis	Huffman	Pennsy
Birch	Hupmobile	Piedmont
Bush	Jackson	Pilgrim
Campbell	Jones	Porter
Case	Jordan	Premier
Chalmers	Kenworthy	Reo
Chandler	Lafayette	Richard
Cleveland	La Marne	Revere
Climber	Lexington	Sayers
Cole	Liberty	Scripps-Booth
Colonial	Marion-Handley	Simplex
Commonwealth	Monitor	Skelton
Crawford	Maibohm	Standard
Daniels	Marshall	Stephens
Disbrow	Maxwell	Studebaker
Dorris	McFarlan	Stutz
Dupont	Mercer	Tulsa
Economy	Mercury	Templar
Elcar	Meteor	Vogue
Erie	Moon	Wasp
Essex	Moore	Winther
Ferris	Nash	Westcott
Fiat	National	Wolverine

SPRINGS—(Continued)

Cantilever (31 Cars)

Bell	Harvard	Rolls-Royce
Birch	Hollier	Scripps-Booth
Brewster	King	Seneca
Buick	Laurel	Singer
Colonial	Mitchell	Stearns
Columbia	Monroe	Texan
Comet	Overland	Vernon
Dort	Paige	Willys-Knight
Douglas	Phianna	Winton
Elgin	Pilot	
Fergus	Roamer	

¼ Cantilever (1 Car)

Chevrolet

Double Cantilever (2 Cars)

Austin

Roamer

Platform (3 Cars)

Cadillac

Lozier

Peeless

Transverse (4 Cars)

Ford

Marmon

Olympian

Saxon

CYLINDER HEAD (DETACHABLE)

Yes (90 Cars)

American Beauty	Dodge	Metz
Allen	Dorris	Moon
Anderson	Dort	Moore
American	Dispatch	Nash
Auburn	Economy	National
Austin	Elcar	Nelson
Bell	Essex	Oakland
Beggs	Fiat	Oldsmobile
Birch	Ford	Owen Magnetic
Bour Davis	Gardner	Olympian
Brewster	Grant	Piedmont
Briscoe	Halladay	Packard
Case	Hanson	Paige
Cadillac	Hatfield	Pierce-Arrow
Chalmers	Haynes	Pilot
Champion	Holmes	Porter
Chandler	Hudson	Premier
Chevrolet	Hupmobile	Reo
Climber	Jackson	Sayers
Cleveland	Jordan	Stearns
Comet	Lafayette	Stephens
Cole	Leach	Skelton
Colonial	Liberty	Studebaker
Commonwealth	Lexington	Templar
Crow-Elkhart	Lorraine	Tulsea
Cunningham	Madison	Velie
Crawford	Marmon	Westcott
Davis	Monitor	Winton
Daniels	Maibohm	Willys
Dixie Flyer	Maxwell	Winther

No (42 Cars)

Apperson	Jordan	Peerless
Biddle	King	Phianna
Briscoe	Kissel	Revere
Bour-Davis	Kline	Roamer
Buick	Liberty	Rock Falls
Bush	Locomobile	R. & V. Knight
Columbia	McFarlan	Saxon
Dupont	Mercer	ScrippsBooth
Elgin	Moon	Seneca
Franklin	Mitchell	Singer
Haynes	Monroe	Spack
Hollier	Overland	Stand
Harroun	Paige	West
Jones	Paterson	Wolver

CYLINDERS (CAST)

Block (118 Cars)

Allen	Halladay	Norwalk
American Beauty	Hanson	Oakland
American	Hamlin-Holmes	Oldsmobile
Anderson	Hamlin-Knight	Olympian
Bell	Harvard	Overland
Biddle	Hatfield	Paige
Birch	Haynes	Paterson
Bour Davis	Hollier	Pennsy
Brewster	Hudson	Phianna
Briscoe	Huffman	Piedmont
Buick	Hupmobile	Pilgrim
Bush	Jackson	Pilot
Case	Jones	Porter
Chalmers	Jordan	Premier
Champion	Kenworthy	R. & V. Knight
Chevrolet	Kissel	Reo
Cleveland	Kline	Revere
Climber	La Marne	Roamer
Columbia	Laurel	Rock Falls
Comet	Leach	Saxon
Commonwealth	Lexington	Sayers
Crawford	Liberty	Scripps-Booth
Crow-Elkhart	Lorraine	Seneca
Davis	Madison	Severin
Dixie Flyer	Maibohm	Stanwood
Dodge	Marion-Handley	Stearns
Dort	Marshall	Stephens
Dupont	Maxwell	Studebaker
Dispatch	McFarlan	Stutz
Economy	Meteor	Templar
Elcar	Mercer	Texan
Elgin	Metz	Tulsa
Erie	Mitchell	Vernon
Essex	Monitor	Vogue
Ferris	Monroe	Westcott
Fiat	Moon	Willys-Knight
Ford	Moore	Winther
Gardner	Nash	Wolverine
Geronimo	National	
Grant	Nelson	

Fours (13 Cars)

Apperson	Douglas	Ri-Chard
Cadillac	King	Standard
Cole	LaFayette	Vernon
Cunningham	Oldsmobile	
Daniels	Peerless	

CYLINDERS (CAST)—(Continued)

Threes (9 Cars)

Austin	Dorris	Rolls-Royce
Beggs	Marmon	Simplex
Chandler	Owen Magnetic	Singer

Sixes (3 Cars)

Colonial	Haynes	Packard
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Pairs (6 Cars)

Locomobile	Pierce-Arrow	Wasp
Lozier	Stevens-Duryea	Winton

Singly (4 Cars)

Franklin	Noma
Holmes	Spacke

CYLINDER (VALVE LOCATION)

Side: L-Head Type (106 Cars)

American Beauty	Fiat	Moore
American	Ford	Noma
Anderson	Gardner	Norwalk
Apperson	Geronimo	Oldsmobile
Auburn	Halladay	Overland
Beggs	Hanson	Packard
Biddle	Harvard	Paige
Birch	Hatfield	Paterson
Bour Davis	Haynes	Peerless
Briscoe	Hollier	Pennsy
Bush	Hudson	Phianna
Cadillac	Huffman	Piedmont
Case	Hupmobile	Pilgrim
Chalmers	Jackson	Pilot
Champion	Jones	Roamer
Chandler	Jordan	Rock Falls
Climber	Kenworthy	Saxon
Cole	King	Sayers
Columbia	Kissel	Seneca
Comet	Kline	Severin
Commonwealth	LaFayette	Simplex
Crawford	LaMarne	Skelton
Crow-Elkhart	Laurel	Standard
Cunningham	Leach	Stanwood
Daniels	Lexington	Stevens-Duryea
Davis	Liberty	Studebaker
Dispatch	Lorraine	Texan
Dixie Flyer	Madison	Tulsa
Dodge	Marion-Handley	Velie
Dort	Marshall	Vogue
Dupont	Maxwell	Westcott
Douglas	Mercer	Winther
Economy	Metz	Winton
Elcar	Mitchell	Wolverine
Erie	Monitor	
Ferris	Moon	

Head: Valve-in-Head Type (32 Cars)

Allen	Dorris	Maibohm
Austin	Elgin	Marmon
Bell	Franklin	Meteor
Buick	Grant	Monroe
Chevrolet	Haynes	Nash
Cleveland	Holmes	National

CYLINDER (VALVE LOCATION)—(Continued)

Head: Valve-in-Head Type (32 Cars)

Nelson	Owen Magnetic	Ri-Chard
Oakland	Porter	Scripps Booth
Oldsmobile	Premier	Stephens
Olympian	Revere	Templar

Opposite: T-Head Type (8 Cars)

Locomobile	Pierce-Arrow	Vernon
Lozier	Singer	Wasp
McFarlan	Stutz	

Side and Head: S & H Type (3 Cars)

Essex	Reo	Spacke
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Sleeve: Sleeve Type (4 Cars)

Brewster	Stearns
R. & V. Knight	Willys Knight

CYLINDERS

12 Cylinders (3 Cars)			
Austin	39 H. P.	Packard	43 H. P.
Haynes	36 H. P.		

8 Cylinders (12 Cars)			
Apperson	33 H. P.	King	28 H. P.
Cadillac	31 H. P.	LaFayette	33 H. P.
Cole	39 H. P.	Oldsmobile	26 H. P.
Cunningham	45 H. P.	Peerless	33 H. P.
Daniels	33 H. P.	Ri-Chard	
Douglas	33 H. P.	Standard	33 H. P.

6 Cylinders (79 Cars)			
American	25 H. P.	Hudson	29 H. P.
Amer. Beauty	26 H. P.	Jackson	25 H. P.
Anderson	25 H. P.	Jones	29 H. P.
Auburn	25 H. P.	Jordan	29 H. P.
Beggs	25 H. P.	Kenworthy	
Birch	25 H. P.	Kissel	25 H. P.
Bour Davis	25 H. P.	Kline	25 H. P.
Buick	27 H. P.	LaMarne	33 H. P.
Bush	25 H. P.	Leach	29 H. P.
Case	29 H. P.	Locomobile	43 H. P.
Chalmers	25 H. P.	Locomobile	48 H. P.
Chandler	29 H. P.	McFarlan	48 H. P.
Cleveland	21 H. P.	Maibohm	23 H. P.
Climber	25 H. P.	Madison	23 H. P.
Columbia	25 H. P.	Marion Handley	29 H. P.
Comet	29 H. P.	Marmon	23 H. P.
Crawford	20 H. P.	Metz	23 H. P.
Crow-Elkhart	23 H. P.	Mitchell	25 H. P.
Davis	25 H. P.	Monitor	25 H. P.
Dorris	38 H. P.	Moon	25 H. P.
Economy	25 H. P.	Nash	33 H. P.
Elcar	25 H. P.	National	29 H. P.
Elgin	23 H. P.	Noma	25 H. P.
Franklin	25 H. P.	Oakland	19 H. P.
Grant	21 H. P.	Oldsmobile	19 H. P.
Geronimo	23 H. P.	Owen Mag.	38 H. P.
Halladay	23 H. P.	Paige	29 H. P.
Hanson	25 H. P.	Paterson	25 H. P.
Haynes	29 H. P.	Pennsy	25 H. P.
Hollier	25 H. P.	Piedmont	25 H. P.
Holmes	29 H. P.	Pierce-Arrow	38 H. P.

CYLINDERS—(Continued)

6 Cylinders (79 Cars)

Pierce-Arrow	48 H. P.	Simplex	45 H. P.
Pilot	23 H. P.	Singer	38 H. P.
Premier	27 H. P.	Stephens	25 H. P.
R. & V. Knight	27 H. P.	Stevens-Duryea	47 H. P.
Reo	27 H. P.	Studebaker	29 H. P.
Roamer	29 H. P.	Velie	25 H. P.
Rock Falls	29 H. P.	Westcott	29 H. P.
Sayers	25 H. P.	Winther	25 H. P.
Scripps	19 H. P.	Winton	33 H. P.

4 Cylinders (52 Cars)

Allen	19 H. P.	Laurel	22 H. P.
Bell	22 H. P.	Lorraine	16 H. P.
Biddle	22 H. P.	Maxwell	21 H. P.
Birch	16 H. P.	Mercer	22 H. P.
Brewster	25 H. P.	Meteor	25 H. P.
Briscoe	16 H. P.	Monroe	16 H. P.
Bush	19 H. P.	Moore	22 H. P.
Champion	19 H. P.	Nelson	15 H. P.
Chevrolet	21 H. P.	Norwalk	19 H. P.
Climber	16 H. P.	Olympian	16 H. P.
Commonwealth	19 H. P.	Overland	18 H. P.
Crow-Elkhart	19 H. P.	Pennsy	22 H. P.
Dispatch	22 H. P.	Phianna	25 H. P.
Dixie Flyer	16 H. P.	Piedmont	19 H. P.
Dodge	24 H. P.	Pilgrim	22 H. P.
Dort	19 H. P.	Porter	33 H. P.
Dupont	24 H. P.	R. & V. Knight	22 H. P.
Elcar	19 H. P.	Revere	30 H. P.
Erie	22 H. P.	Seneca	15 H. P.
Essex	18 H. P.	Skelton	19 H. P.
Ferris	29 H. P.	Stearns	22 H. P.
Ford	22 H. P.	Stutz	30 H. P.
Gardner	19 H. P.	Templar	18 H. P.
Hatfield	16 H. P.	Texan	19 H. P.
Harroun	16 H. P.	Willys Knight	21 H. P.
Harvard	14 H. P.	Wolverine	25 H. P.
Hupmobile	16 H. P.		

2 Cylinders (1 Car)

Spacke	9 H. P.
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HORSEPOWER

48 (7 Cars)			
Locomobile	6 cyl.	Simple	6 cyl.
McFarlan	6 cyl.	Stevens-Duryea	6 cyl.
Pierce-Arrow	6 cyl.	Winton	6 cyl.
Rolls-Royce	6 cyl.		
45 (1 Car)			
Cunningham			8 cyl.
43 (3 Cars)			
Packard	12 cyl.	Fiat	4 cyl.
Locomobile	6 cyl.		
39 (3 Cars)			
Austin	12 cyl.	Daniels	8 cyl.
Cole	8 cyl.		
38 (4 Cars)			
Dorris	6 cyl.	Pierce-Arrow	6 cyl.
Owen Magnetic	6 cyl.	Singer	6 cyl.
36 (2 Cars)			
Haynes	12 cyl.	Studebaker	6 cyl.
33 (10 Cars)			
Apperson	8 cyl.	Marmon	6 cyl.
Colonial	6 cyl.	Peerless	8 cyl.
Douglass	8 cyl.	Porter	4 cyl.
LaFayette	8 cyl.	Standard	8 cyl.
LaMarne	8 cyl.	Winton	6 cyl.
31 (1 Car)			
Cadillac			8 cyl.
30 (2 Cars)			
Revere	4 cyl.	Stutz	4 cyl.

HORSEPOWER—(Continued)

29 (36 Cars)			
Bour-Davis	6 cyl.	Leach	6 cyl.
Case	6 cyl.	Marion-Handley	6 cyl.
Chandler	6 cyl.	National	6 cyl.
Comet	6 cyl.	Paige	6 cyl.
Ferris	6 cyl.	Roamer	6 cyl.
Haynes	6 cyl.	Rock Falls	6 cyl.
Holmes	6 cyl.	Severin	6 cyl.
Hudson	6 cyl.	Studebaker	6 cyl.
Jones	6 cyl.	Vogue	6 cyl.
Jordan	6 cyl.	Westcott	6 cyl.
Kenworthy	6 cyl.		
28 (1 Car)			
King			8 cyl.
27 (4 Cars)			
Buick	6 cyl.	Premier	6 cyl.
Handley-Knight	4 cyl.	Reo	6 cyl.
26 (2 Cars)			
American Beauty	6 cyl.	Oldsmobile	8 cyl.
25 (42 Cars)			
American	6 cyl.	Kline	6 cyl.
Anderson	6 cyl.	Lexington	6 cyl.
Auburn	6 cyl.	Liberty	6 cyl.
Beggs	6 cyl.	Mitchell	6 cyl.
Birch	6 cyl.	Meteor	4 cyl.
Bour-Davis	6 cyl.	Monitor	6 cyl.
Brewster	4 cyl.	Moon	6 cyl.
Bush	6 cyl.	Nash	6 cyl.
Chalmers	6 cyl.	Noma	6 cyl.
Climber	6 cyl.	Paterson	6 cyl.
Columbia	6 cyl.	Pennsy	6 cyl.
Davis	6 cyl.	Piedmont	6 cyl.
Economy	6 cyl.	R. & V. Knight	6 cyl.
Elcar	6 cyl.	Sayers	6 cyl.
Fergus	6 cyl.	Stanwood	6 cyl.
Franklin	6 cyl.	Stephens	6 cyl.
Hanson	6 cyl.	Velie	6 cyl.
Hollier	6 cyl.	Vogue	6 cyl.
Huffman	6 cyl.	Phianna	4 cyl.
Jackson	6 cyl.	Winther	4 cyl.
Kissel	6 cyl.	Wolverine	4 cyl.

HORSEPOWER—(Continued)

24 (2 Cars)

Dodge	4 cyl.	Dupont	4 cyl.
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23 (9 Cars)

Crow-Elkhart	6 cyl.	Maibohm	6 cyl.
Elgin	6 cyl.	Metz	6 cyl.
Geronimo	6 cyl.	Pilot	6 cyl.
Halladay	6 cyl.	Studebaker	6 cyl.
Madison	6 cyl.		

22 (13 Cars)

Bell	4 cyl.	Moore	4 cyl.
Biddle	4 cyl.	Pennsy	4 cyl.
Dispatch	4 cyl.	Pilgrim	4 cyl.
Erie	4 cyl.	R. & V. Knight	4 cyl.
Ford	4 cyl.	Stearns	4 cyl.
Laurel	4 cyl.	Vernon	8 cyl.
Mercer	4 cyl.		

21 (5 Cars)

Cleveland	6 cyl.	Maxwell	4 cyl.
Chevrolet	4 cyl.	Willys-Knight	4 cyl.
Grant	6 cyl.		

19 (20 Cars)

Allen	4 cyl.	Hamlin-Holmes	4 cyl.
Buick	4 cyl.	Marshall	4 cyl.
Bush	4 cyl.	Norwalk	4 cyl.
Champion	4 cyl.	Oakland	6 cyl.
Commonwealth	4 cyl.	Oldsmobile	6 cyl.
Crow-Elkhart	4 cyl.	Piedmont	6 cyl.
Crawford	6 cyl.	Skelton	4 cyl.
Dort	4 cyl.	Scripps-Booth	6 cyl.
Elcar	4 cyl.	Texan	4 cyl.
Gardner	4 cyl.	Tulsa	4 cyl.

18 (3 Cars)

Essex	4 cyl.	Templar	4 cyl.
Overland	4 cyl.		

HORSEPOWER—(Continued)

16 (10 Cars)

Birch	4 cyl.	Hatfield	4 cyl.
Briscoe	4 cyl.	Lorraine	4 cyl.
Climber	4 cyl.	Monroe	4 cyl.
Dixie Flyer	4 cyl.	Olympian	4 cyl.
Harroun	4 cyl.		

15 (5 Cars)

Harvard	4 cyl.	Seneca	4 cyl.
Nelson	4 cyl.	Vernon	4 cyl.
Saxon	4 cyl.		

9 (1 Car)

Spacke			2 cyl.
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TIRE SIZES

28" x 3" (2)		
Brooks		Harvard
30" x 3½" (8)		
Birch	Maxwell	Seneca
Ford	Moore	Vernon
Harroun	Overland	
32" x 3½" (5)		
Monroe	Olympian	Velie
Norwalk	Pilgrim	
33" x 4" (2)		
Gardner		Marshall
31" x 4" (5)		
Bell	Dort	Vernon
Briscoe	Overland	
32" x 4" (38)		
Ace	Franklin	Metz
Allen	Gardner	Moon
American	Geronimo	Nelson
Biddle	Grant	Oakland
Birch	Hanson	Paige
Champion	Hatfield	Piedmont
Cleveland	Huffman	R. & V. Knight
Columbia	Hupmobile	Saxon
Commonwealth	Jordan	Scripps-Booth
Dixie Flyer	Lexington	Studebaker
Dodge	Liberty	Templar
Essex	Lorraine	Vogue
Fergus	Maibohm	
33" x 4" (35)		
Anderson	Elgin	Paterson
Aubon	Erie	Pennsy
Bradley	Halladay	Reo
Buick	Hollier	Sayers
Chandler	Jackson	Stanwood
Bush	Kline	Stevens
Chevrolet	La Marne	Texan
Climber	Madison	Tulsa
Comet	Mitchell	Westcott
Crawford	Moritor	Willys-Knight
Davis	Nash	Winther
Elcar	Pan American	

TIRE SIZES—(Continued)

34" x 4" (6)

Birch Chamers	Crow Elkhart Dispatch	Douglass Glide
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31" x 4½" (1)

Noma

32" x 4½" (26)

Climber	Kenworthy	Pilot
Colonial	King	Revere
Crow-Elkhart	Kissel	Premier
Dupont	Leach	Roamer
Ferris	Marmon	Severin
Fiat	Mercer	Skelton
Stutz	Meteor	Westcott
Jones	National	Wolverine
Jordan	Phianna	

33" x 4½" (5)

Champion Paige	Stephens Studebaker	Vogue
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34" x 4½" (16)

Apperson	Daniels	Peerless
Austin	Haynes	Pierce-Arrow
Brewster	Holmes	Standard
Buick	Hudson	Stearns
Case	Murray	
Chandler	Nash	

35" x 4½" (1)

Marion Handley

33" x 5" (9)

Cole	Lafayette	Singer
Cunningham	Lozier	Rolls-Royce
Dorris	Moon	Wasp

35" x 5" (13)

Cadillac	Owen Magnetic	Simplex
Cunningham	Pierce-Arrow	Stevens-Duryea
Fiat	Packard	Winton
Locomobile	Porter	
McFarlan	Rock Falls	

WHEELBASES

140-Inch Class (9 Cars)

Austin	142	Pierce-Arrow	142
Fiat	140	Porter	142
Locomobile	142	Rolls-Royce	143
Cunningham	142	Simplex	143
Owen Magnetic	142		

135-Inch Class (7 Cars)

McFarlan	136	Ri-Chard	137
Marmon	136	Singer	138
Packard	136	Stevens-Duryea	138
Rock Falls	136		

130-Inch Class (12 Cars)

Apperson	130	Kenworthy	130
Colonial	130	National	130
Cunningham	132	Pierce-Arrow	134
Daniels	132	Revere	131
Cleveland	130	Stutz	130
Dorris	132	Wasp	132
Ferris	130	Winton	132
Lafayette	130		

125-Inch Class (30 Cars)

American	127	Leach	126
Bour Davis	125	Marion-Handley	125
Brewster	125	Meteor	129
Cadillac	125	Noma	128
Case	126	Packard	128
Cole	127	Paige	127
Comet	125	Peerless	125
Fergus	126	Phianna	125
Handley-Knight	125	Premier	126
Haynes	127	R. & V. Knight	127
Holmes	126	Roamer	128
Hudson	125	Standard	127
Jones	126	Stearns	125
Jordan	127	Studebaker	126
La Marne	126	Westcott	125

120-Inch Class (40 Cars)

American Beauty	121	Beggs	120
Anderson	120	Birch	120
Auburn	120	Biddle	121

WHEELBASE—(Continued)

120-Inch Class (40) Cars)

Buick	124	Kline	121
Bush	120	Lexington	120
Climber	120	Metz	120
Crawford	120	Moon	124
Chalmers	122	Monitor	122
Chandler	123	Nash	121
Dupont	124	Oldsmobile	122
Davis	120	Paterson	120
Dispatch	120	Pilot	120
Douglas	122	Reo	120
Geronimo	122	Pennsy	120
Hanson	121	Piedmont	122
Hollier	120	Severin	122
Jackson	121	Stephens	124
Jordan	120	Vogue	124
King	120	Winther	120
Kissel	124		

115-Inch Class (45 Cars)

Bour Davis	118	Maibohm	116
Birch	117	Mercer	115
Buick	118	Monroe	115
Bush	116	Moon	118
Chalmers	117	Norwalk	115
Champion	116	Oakland	115
Columbia	115	Olympian	116
Commonwealth	117	Paige	119
Climber	117	Pennsy	116
Crow-Eckhart	117	Piedmont	116
Economy	115	Paige	119
Elcar	116	R. & V. Knight	115
Elgin	118	Sayers	118
Eric	118	Scripps-Booth	115
Franklin	115	Studebaker	119
Glide	119	Stanwood	118
Grant	116	Templar	118
Halladay	116	Tulsa	117
Hatfield	115	Velie	115
Liberty	115	Vogue	123
Lorraine	115	Westcott	118
Madison	115	Willys	118
Marshall	118	Wolverine	117

WHEELBASE—(Continued)

110-Inch Class (17 Cars)

Allen	110	Hupmobile	112
Bell	114	Laurel	112
Bush	116	Oldsmobile	112
Chevrolet	110	Pilgrim	114
Cleveland	112	Saxon	112
Dixie Flyer	112	Skelton	112
Dodge	114	Studebaker	112
Gardner	112	Texan	114
Hamlin-Holmes	114		

100-Inch Class (14 Cars)

Birch	108	Maxwell	109
Briscoe	103	Moore	106
Chevrolet	102	Nelson	104
Dort	105	Overland	100
Essex	108	Seneca	108
Ford	100	Spacke	90
Harvard	100	Vernon	103

WEIGHTS (TOURINGS)

5000-Lb. Class (4 Cars)			
Locomobile	5150	Pierce-Arrow	5300
Owen Magnetic	5200	Porter	5250
4500-Lb. Class (4 Cars)			
Locomobile	4950	Packard	4750
McFarlan	4600	Pierce-Arrow	4650
4000-Lb. Class (8 Cars)			
Cunningham	4400	Premier	4175
Daniels	4104	Rock Falls	4000
Fiat	4335	Singer	4300
Packard	4435	Stevens-Duryea	4300
3500-Lb. Class (19 Cars)			
Apperson	3700	Mercer	3900
Brewster	3900	Murray	3750
Cadillac	3950	National	3700
Cole	3670	Paige	3690
Dorris	3950	Peerless	3700
Dupont	3700	Phianna	3900
Haynes	3600	R. & V. Knight	3750
Hudson	3575	Revere	3650
Kissel	3500	Standard	3800
Marmon	3850		
3000-Lb. Class (18 Cars)			
Anderson	3100	Mitchell	3000
Case	3180	Moon	3100
Comet	3175	Oldsmobile	3085
Hanson	3000	Paige	3140
Haynes	3400	R. & V. Knight	3200
Jones	3150	Reo	3000
Jordan	3200	Roamer	3450
King	3150	Stearns	3400
Lexington	3000	Stephens	3100
2500-Lb. Class (44 Cars)			
Allen	2580	Champion	2500
American	2790	Chandler	2985
Auburn	2955	Chevrolet	2574
Biddle	2850	Cleveland	2750
Bour Davis	2250	Columbia	2800
Buick	2750	Crow--Elkhart	2530
Chalmers	2800	Crow-Elkhart	2630
Chalmers	2950	Davis	2950

WEIGHTS (TOURING)—(Continued)

2500-Lb. Class (44 Cars)

Dixie Flyer	2600	Liberty	2770
Dodge	2538	Lorraine	2600
Economy	2750	Metz	2850
Elcar	2750	Moon	2800
Elgin	2700	Nash	2850
Grant	2750	Noma	2925
Halladay	2650	Paterson	2940
Hatfield	2600	Pilot	2890
Hollier	2800	Sayers	2700
Holmes	2950	Scripps-Booth	2525
Jackson	2800	Studebaker	2995
Jordan	2900	Templar	2900
Kline	2800	Velie	2980

2000-Lb. Class (17 Cars)

Bell	2450	Maxwell	2050
Briscoe	2100	Monroe	2475
Commonwealth	2300	Moore	2200
Dort	2370	Nelson	2055
Essex	2450	Oakland	2360
Franklin	2445	Oldsmobile	2600
Gardner	2325	Olympia	2400
Hupmobile	2400	Studebaker	2400
Maibohm	2400	Saxon	2375

1500-Lb. Class (4 Cars)

Chevrolet	1890	Overland	1940
Ford	1500	Spacke	800

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STARTING, LIGHTING & VOLTAGE

WESTINGHOUSE (36 Cars) (Westinghouse Mfg. Co., Pittsburgh, Pa.)

Allen	6 volts	Locomobile	6 volts
American Beauty	6 volts	Madison	6 volts
Bour-Davis	6 volts	McFarlan	6 volts
Case	6 volts	Mercer	6 volts
Climber	6 volts	Metz	6 volts
Crawford	6 volts	National	6 volts
Cunningham	6 volts	Norwalk	6 volts
Dorris	6 volts	Pierce-Arrow	6 volts
Dort	6 volts	Pilgrim	6 volts
Douglass	6 volts	Revere	6 volts
Dupont	6 volts	Ri-Chard	6 volts
Gardner	6 volts	Rock Falls	6 volts
Halladay	6-8 volts	Singer	6 volts
Hollier	6 volts	Skelton	6 volts
Hupmobile	6 volts	Standard	6 volts
Kenworthy	6 volts	Stearns	12 volts
King	6 volts	Stevens-Duryea	6 volts
LaMarne	6 volts	Winther	6 volts

DELCO (24 Cars) (Dayton Engineer Co., Dayton, Ohio)

Austin	6 volts	Laurel	6 volts
Buick	6 volts	Leach	6 volts
Cadillac	6 volts	Marmon	6 volts
Cole	6 volts	Moon	6 volts
Daniels	6 volts	Noma	6-8 volts
Davis	6-8 volts	Oldsmobile	6-8 volts
Elcar	6 volts	Patterson	6 volts
Essex	6 volts	Pilot	6 volts
Hanson	6 volts	Premier	6 volts
Hudson	6 volts	Sayers	6 volts
Jordan	6 volts	Stutz	6 volts
LaFayette	6 volts	Westcott	6 volts

AUTO-LITE (16 Cars) (Electric Auto-Lite Corp., Cleveland, Ohio)

Peggs	6 volts	Jones	6 volts
Bell	6 volts	Mon	6-8 volts
Briscoe	6 volts	Mo	6-8 volts
Chalmers	6 volts	Oly	6 volts
Chevrolet	6-8 volts	Ove	6 volts
Columbia	6	Pe	6-8 volts
Economy	6		6-8 volts
Jackson	6		6-8 volts



STARTING, LIGHTING & VOLTAGE—(Continued)

BIJUR (11 Cars)

(Bijur Motor Appliance Co., Hoboken, N. J.)

Apperson	6-8 volts	Templar	6 volts
Jordan	6 volts	Texan	6 volts
Maibohm	6 volts	Velie	6 volts
Meteor	6 volts	Winton	6 volts
Packard	6 volts	Wolverine	6 volts
Roamer	6 volts		

DYNETO (15 Cars)

(Dyneto Electric Corp., Syracuse, N. Y.)

Bush	6 volts	Geronimo	6 volts
Birch	6 volts	Hatfield	6 volts
Champion	6 volts	Holmes	12 volts
Commonwealth	6 volts	Lorraine	6 volts
Crow-Elkhart	6 volts	Pennsy	6 volts
Dixie Flyer	6 volts	Piedmont	6 volts
Erie	6 volts	Tulsa	6 volts
Franklin	12 volts		

REMY (10 Cars)

(General Motors, Detroit, Mich.)

Anderson	6 volts	Mitchell	6 volts
Auburn	6 volts	Oakland	6 volts
Birch	6 volts	Oldsmobile	6-8 volts
Bour-Davis	6 volts	Piedmont	6 volts
Kissel	6 volts	Scripps-Booth	6 volts

WAGNER (8 Cars)

(Wagner Electric Co., St. Louis, Mo.)

Comet	6 volts	Nash	6-8 volts
Elgin	6-8 volts	R. & V. Knight	6 volts
Grant	6 volts	Studebaker	6-8 volts
Kline	6 volts	Wagner	6 volts
Liberty	6 volts		

GRAY & DAVIS (6 Cars)

(Gray & Davis, Inc., Boston, Mass.)

American		Cleveland	6 volts
Biddle	6 volts	Lexington	6 volts
Chandler	6 volts	Paige	6 volts

STARTING, LIGHTING & VOLTAGE—(Continued)

NORTH EAST (2 Cars)

(North East Electric Co., Rochester, N. Y.)

Dodge 12 volts Reo 6 volts

U. S. L. (2 Cars)

(U. S. Light & Heat Corp., Niagara Falls, N. Y.)

Dispatch Nelson 8 volts
Brewster 12 volts

LEECE (1 Car)

(Leece-Neville Co., Cleveland, Ohio)

Haynes 6 volts

OWN MAKE (1 Car)

Ford 6-8 volts

SIMMS (1 Car)

(Simms Magneto Co., East Orange, N. J.)

Maxwell 12 volts

WARD-LEONARD (1 Car)

(Wagner Specialty Co., New York City)

Phianna 6 volts

HEINZE (1 Car)

(Service Products Co., Springfield, Ohio)

Pennsy

BOSCH (1 Car)

(American Bosch Magneto Corp., Springfield, Mass.)

Simplex

ALLIS-CHALMERS (2 Cars)

Seneca 6 volts Birch 6 volts

HINTS FOR CAR OWNERS

Assuming that the individual car owner will be as much interested in a statistical book of this character as the garage proprietor and others interested in the automotive industry, it is believed that he will appreciate the hints concerning the care and proper maintenance of a car which follow. There is no room here for going into the many details concerning the mechanism of a car, but there is room for a commonsense resume which may be commended if for nothing but its brevity.

The instruction book which is given to every car purchaser will no doubt be a sufficient guide in many cases as it is written with the idea of enabling the owner of the new car to become intimately acquainted with that particular make and it worthy a careful study. But, unfortunately many of these guides are lacking in details.

The fundamentals of expert car manipulation are really embraced in three words. They were uttered by a famous driver who managed to keep what he called a "junk heap" running on four wheels.

"How do you do it?" he was asked.

"Gas, oil and spark," was his laconic answer.

In other words he meant sufficient lubrication intelligently placed; fuel, and a fat spark. That is really all there is to it. Nothing is of more importance than lubrication, for it tends to not only keep the car in running order but it lengthens the life of the engine for an almost unlimited period.

There is no one thing which is the primary cause of more trouble and the cause of more expense in maintenance of the mechanism of an automobile than insufficient lubrication.

It should be born in mind constantly that where one part moves upon or in contact with another that friction is created. Friction means wear, and wear will be of the material itself unless there is oil, and oil is much cheaper than metal. The use of too much oil is better than too little, but just enough is best.

The lubrication chart shown on the opposition page, indicates the more important points which require attention. But do not stop at these. Notice the numerous little places where there are moving parts, such as the

HINTS FOR CAR OWNERS—(Continued)

yokes on the ends of various connecting rods, and pull rods, etc. A few drops of oil on these occasionally will make them work more smoothly.

Oil holes sometimes become stopped up with dirt or grease. When they do, clean them out and be careful not to overlook them. Also be careful not to allow dirt or grit to get into any bearings.

Judicious lubrication is one of the greatest essentials to the satisfactory running and the long life of the motor car. Therefore, LUBRICATE, and LUBRICATE JUDICIOUSLY. When we say lubricate, we do not mean to pour oil or smear grease on or around the bearing, but be sure the lubricant used gets into the oil hole or grease cup and gets to the bearing surface.

In another chapter, under the title "Engine Troubles and Their Causes" will be found many hints that will be of very great help to the average motorist and he will do well to study them so as to familiarize himself with problems he may be called upon to solve sooner or later. Knocking is frequently caused by loose crankshaft or piston bearings and here is where proper lubrication plays an important part. Adjustments must be made when necessary in order that the trouble may be checked before it has gone too far. Main bearings come in two parts and are easily adjustable by the removal of shims, which are thin blades of metal placed between the halves and when one or more are removed it is a simple matter to take up the wear on a bushing and make a snug fit once more. The method to get at these bearings is probably best described in the manufacturer's book of instructions. After one bearing has been tightened up so that it is all right loosen the bolts and adjust the next bearing, as it is not advisable to attempt to adjust one bearing while another is tight. The piston ring bearings are adjusted in the same manner. When the bearings are so badly worn that they have to be replaced with new ones and the engine knocks badly the time for the expert has arrived and the job should be turned over to a man who knows his business for the amateur cannot help matters by trying prentice hand at scraping in new bearings. Summing the subject up in a few words, then, it would be advisable for the car owner to pay a little attention

HINTS FOR CAR OWNERS—(Continued)

to the bearings from time to time and make those minor adjustments which will go far to eliminate the bearings knocks and prevent the wear and tear invariably caused by loose bearings.

CARBON ACCUMULATION

Good oil used with discrimination will not entirely overcome carbon deposits in the combustion chamber but it will go a long ways towards keeping it down to a minimum, and the way to fight carbon is to keep after it continually and prevent that heavy accumulation which is exceedingly difficult to remove. If used properly there is no more active agent than denatured alcohol. Bring a piston—in the case of a four-cylinder car—to the heights of the compression stroke, at which point both valves will be closed. After filling the combustion chamber to its capacity close it up and allow it to stay closed for several hours at least. When all of the cylinders have been treated run the engine for the purpose of blowing out the loosened carbon. If the alcohol is not brought in actual contact with the carbon the results will not be satisfactory. It is to be assumed that some portion of the alcohol will find its way down to the oil and it is advisable after having run the engine a while to remove the old oil and substitute a fresh supply.

CARE OF VALVES

Valves which are not gas tight require immediate attention and while to some valve-grinding might appear to be a difficult operation yet it can be accomplished if it is approached with intelligence and an idea as to what it means. By far the most difficult part is the removal and putting back the springs, but as there are tools for this purpose, use of them will minimize the work. Before grinding there should be at least a sixteenth of an inch clearance beneath the end of the valve stem so the valve will seat readily during the work. When the valve had been loosened it must be cleaned thoroughly, first scraping off any carbon which may have accumulated and then using gasoline. Repeat the operation for the seat. Openings into the cylinder must be temporarily closed with waste or some similar material, and bear in mind that the grinding compound *should* be strictly confined to the field of operations.

HINTS FOR CAR OWNERS—(Continued)

It is rarely necessary to use any but the fine grinding compound for ordinary work. Spread a light coating of the compound on the valve and put a little oil on the valve seat. Then drop the valve in place and with the aid of a screw driver or a brace with a screw driver bit turn it back and forth about a quarter of a turn without exerting too much pressure. After several turns have been made turn the valve to a new position and proceed as before until the valve seats well. At the final grinding use only oil and the result will be a much smoother and better finished surface when the job is done. In order to check up the work wipe valve and valve seat clean, make several marks on the valve seat with a soft lead pencil, reseal the valve and give it two or three turns as in grinding. The erasing or partial erasing of the marks will show whether or not the valve seats properly.

If the valve is in such condition that considerable grinding is necessary it will be economical to get a new one. Valves that are badly pitted can be trued up. Also bear in mind that after grinding it will be necessary to readjust the lifters. The best way to do this is to get a piece of metal that will exactly fit this space when the engine is cold and use that as a gauge.

SPARK PLUGS

In selecting spark plugs bear in mind that the plug, when screwed home tight, must come flush with the inner wall of the ignition chamber. A plug that is too long will overheat, while one that is too short will not fire efficiently. An undue amount of carbon on the shell electrode is liable to cause pre-ignition. The points of the electrode must always be kept clean and bright. The distance between the sparking points should be known and the points kept at that gauge. In coil ignition a well-worn dime will answer the purpose of gauge, while for magnetic ignition a piece of cardboard of the kind usually used for business cards, will answer the purpose. In testing spark plugs for ignition it is not necessary to remove the plug. Instead take any tool with a wooden handle and make connection with the metal part of the tool with the spark plug and any adjacent part of the engine, with the end of the tool not quite touching the engine. If the

HINTS FOR CAR OWNERS—(Continued)

plug is getting the current the spark will be seen jumping from the end of the tool. If there is no spark trace back the wiring for trouble. But if a spark is obtained and the plug is not firing then the trouble is with the plug itself and it should be examined carefully, the width of the gap noted and the sparking points cleaned.

COOLING SYSTEM

Too little attention is paid as a rule to the cooling system. Many are the causes of engine overheating, too late a spark, for instance, or a muffler that is clogged, a fuel mixture too rich, or valve trouble. A clogged water system may be responsible and will probably be the last thing looked for. The use of perfectly clean water is always suggested. But even with all precautions a sediment is apt to be deposited and the interior of pipes and radiator tubes grow scaly with iron or other deposits. For ordinary cleaning a solution of borax will do the work. In either case flush out freely with fresh water while the engine is still running. Incidentally clean mud from the outside of the radiator.

BRAKES

The average car owner is apt to pay too little attention to the condition of his brakes and doesn't know that his brake linings should always be in good order. They should be frequently tested and immediately they are found lacking in holding power should be either relined or tightened. Relining is not a difficult task in itself but the work in disassembling is such that it is better to have it done by a skilled mechanic. Treat the brakes gently and they will not need attention for a long time. Do not apply them suddenly except in cases of emergency.

NOTE

The publishers of "The Auto Data Book" will be glad to answer any questions concerning car troubles and places itself at the service of all subscribers who may want advice in regard to the buying of accessories.

LUBRICATION CHART

Element	Every Day	Every 500 Miles	Every 1000 Miles	Ev 2000
Engine parts				
Oil reservoir.....	Examine or re- plenish with engine oil			
Fan bearings	Engine oil or grease			
Valve stems	Engine oil			
Water pump bearings	Grease			
Magneto	Engine oil			
Electric starter	Engine oil	Engine oil	Grease	
Clutch				
Lever bearings of foot- pedal		Engine oil		
Cone clutch bearings		Grease		
Cone clutch leather surface			Neat-foot oil	
Multiple disc clutch			Clutch oil	
Transmission				
Friction drive	Engine oil	Grease		
Gear shift lever		Engine oil		
Gears		Gear oil	Grease	
Planetary (Ford)	Oil supplied system	automatically by engine oil		
Universal joints		Gear oil	Grease	
Differential				
Gears		Gear oil	Grease	
Chain drive				
Driving chains	Gear oil		Clean and soak in hot tal- low and graphite	
Sprocket bearings	Grease			
Steering gear				
Knuckles	Grease			
Rods	Engine oil	Grease Grease or gear oil		
Worm and sector			Engine oil	
Top of post				
Brakes				
All bearings		Engine oil	Grease	
Speedometer			Grease	
Springs				
Spring end and shackle bolts	Grease	Engine oil		
Spring leaves				Grease
Wheels				
Front and rear				Grease



LUBRICATION

LUBRICATION AND ITS IMPORTANCE

There is no one thing which is the primary cause of more trouble and the cause of more expense in maintenance of the mechanism of an automobile than insufficient lubrication.

IT SHOULD BE BORNE IN MIND CONSTANTLY THAT WHERE ONE PART MOVES UPON OR IN CONTACT WITH ANOTHER THAT FRICTION IS CREATED. FRICTION MEANS WEAR, AND WEAR WILL BE OF THE MATERIAL ITSELF UNLESS THERE IS OIL, AND OIL IS MUCH CHEAPER THAN METAL. THE USE OF TOO MUCH OIL IS BETTER THAN TOO LITTLE, BUT JUST ENOUGH IS BEST.

The lubrication chart, shown on the opposite page, indicates the more important points which require attention. But do not stop at these. Notice the numerous little places where there are moving parts such as the yokes on the ends of various connecting rods, and pull rods, etc. A few drops of oil on these occasionally will make them work more smoothly.

Oil holes sometimes become stopped up with dirt or grease. When they do, clean them out and be careful not to overlook them. Also be careful not to allow dirt or grit to get into any bearings.

Judicious lubrication is one of the greatest essentials to the satisfactory running and the long life of the motor car. Therefore, LUBRICATE, and LUBRICATE JUDICIOUSLY. When we say lubricate, we do not mean to pour oil or smear grease on or around the bearing, but be sure the lubricant used gets into the oil hole or grease cup and gets to the bearing surface.

ENGINE TROUBLES AND THEIR CAUSES

ENGINE FAILS TO START:

1. Ignition switch turned off.
2. Battery weak.
3. Defective or broken electrical circuit.
4. Fouled or broken spark plug.
5. Insufficient or poor gasoline.
6. Poor carburetion.
7. Bad compression due to:
 - (a) Incorrect valve timing.
 - (b) Defective or poorly fitted cylinder head gasket.
 - (c) Poor grade engine oil.
 - (d) Lack of lubrication oil.
 - (e) Cracked spark plug.
 - (f) Congealed piston rings.
 - (g) Sticky valves or weak or broken valve springs.

ENGINE SMOKES AT EXHAUST:

1. Too much oil.
2. Incorrect viscosity of oil used.
3. Poor Mixture due to carburetor.
4. Worn or broken piston rings.
5. Racing engine.

ENGINE SMOKES AT BREATHING PIPE:

1. Crank case overheated.
2. Tight bearings.
3. Scored cylinders.
4. Incorrect or insufficient oil.

SLUGGISH ACTION OF ENGINE:

1. Retarded spark.
2. Poor carburetion.
3. Incorrect valve action.
4. Wrong lubricating oil.

ENGINE MISFIRING OR RUNNING IRREGULAR:

1. Carbon on spark plug.
2. Insufficient gas supply.
3. Defective vacuum gas system.
4. Mixture too rich or too lean.
5. Valve stuck.
6. Air leaks in manifold.
7. Worn or broken piston rings.

ENGINE TROUBLES AND THEIR CAUSES—(Cont)

REGULAR BUT WEAK EXPLOSIONS:

1. Loose spark plugs or valve caps.
2. Valves leak.
3. Weak valve springs.
4. Mixture too lean or too rich.
5. Insufficient lubrication.

ENGINE HISSING:

1. Priming cock open.
2. Defective or improperly fitted cylinder gasket.
3. Broken spark plug.
4. Scored cylinder walls.
5. Loosely connected exhaust pipe.
6. Leaking intake manifold.

ENGINE KNOCKS:

1. Spark advanced too far.
2. Preignition due to carbon.
3. Fuel mixture too rich.
4. Loose bearings.
5. Worn bearings.
6. Cylinders loose on crank case.
7. Loose fly wheel.
8. Engine labors.
9. Carburetor defective.

ENGINE STOPS:

1. Ignition switch off.
2. Broken circuit in electric system.
3. Contact in timer poor.
4. Battery weak.
5. No gasoline.
6. Vacuum system not working.

ENGINE OVERHEATS:

1. Over retarded spark.
2. Incorrect timing of valves.
3. Insufficient water circulation.
4. Defective water circulation:
 - (a) Clogged radiator or hose.
 - (b) Water pump not functioning.
5. Fan not working.

ENGINE TROUBLES AND THEIR CAUSES—(Cont)

ENGINE OVERHEATS:

6. Continued use of low gear.
7. Racing engine.
8. Poor carburetion.
9. Lack of oil.
10. Clogged muffler.
11. Defective exhaust:
 - (a) Exhaust valves not opening sufficiently.
 - (b) Exhaust passages closed.

BACK-FIRE IN MUFFLER:

1. Spark retarded too far.
2. Spark insufficient:
 - (a) Weak battery.
 - (b) Defective plugs or wrong gap.
 - (c) Weak magneto or points not right.
3. Exhaust valves stick.
4. Poor carburetion, mixture weak in gas.

DON'TS FOR OPERATING A CAR:

1. Don't attempt to start car with switch off.
2. Don't advance spark when starting motor.
3. Don't allow clutch to engage suddenly.
4. Don't expect motor to run without gasoline.
5. Don't race engine.
6. Don't fail to examine your battery every two weeks.
7. Don't apply brakes suddenly.
8. Don't turn corners at high speed.
9. Don't neglect keeping radiator filled with water.
10. Don't neglect to keep tires inflated.
11. Don't neglect lubrication of any part of car.
12. Don't fail to investigate any unusual sound.
13. Don't use starter to run car.
14. Don't attempt to shift into reverse with car moving forward.
15. Don't attempt to stop car suddenly on wet pavement.

STATE REGULATION OF LIGHTS

The following is a brief outline of the laws in the different states concerning the use of headlights on automobiles:

ALABAMA—No State law concerning the use of non-glare lights.

ARIZONA—No State law concerning the use of non-glare lights.

ARKANSAS—No State law concerning the use of non-glare lights.

CALIFORNIA—Diffusion lens must be of such a nature as to prevent a dangerous glare. Headlights must be approved by testing agency authorized by the Superintendent of Motor Vehicles, Sacramento.

COLORADO—No lights other than non-glare permitted.

CONNECTICUT—Beams from headlights must not be higher than 42 inches above ground at a distance of 85 feet distant from front of car. Spot light limited to 30 feet in front with rays cast to right of centre of road.

DELAWARE—Only non-glare lights permitted.

DISTRICT OF COLUMBIA—Only non-glare lights permitted.

FLORIDA—Headlight rays must not be more than 48 inches above ground level at a distance of 200 feet in front of car. Where dimmers are used they must be applied when approaching vehicle is 200 feet distant.

GEORGIA—Lights not equipped with dimmers must not be reflected higher than $3\frac{1}{2}$ feet above ground level at a distance of 75 feet in front of car.

IDAHO—No State law concerning the use of non-glare lights.

STATE REGULATION OF LIGHTS—(Cont.)

ILLINOIS—Headlights must be dimmed when within 250 feet of vehicle approaching.

INDIANA—Necessary to diffuse headlight rays so they will not cast a glare. Spotlights not allowed to be thrown on approaching vehicles.

IOWA—Lighting devices of over 4 candle-power not permitted unless beams are so controlled that they will not rise more than 42 inches from ground level at 75 feet in front of car. Spotlights not allowed to be thrown on approaching vehicles.

KANSAS—Only non-glare lights permitted. Spotlights not allowed to be thrown on approaching vehicles.

KENTUCKY—Direct beams from headlights must not rise more than 42 inches above ground level at a distance of 75 feet from front of car.

LOUISIANA—No State law concerning the use of non-glare lights.

MAINE—Twenty-four candle-power the bulb limit. If glass is not frosted, rays must be controlled so they will not be higher than 42 inches above ground level at 75 feet distance. Spotlights not permitted on moving vehicles and must not be turned on approaching vehicles.

MARYLAND—Headlights limited to 4 candle-power unless beams are so controlled so as not to rise more than 42 inches above ground level at distance of 75 feet in front of car.

MASSACHUSETTS—Brilliant rays shall not rise more than 42 inches above ground level at distance of 50 feet from front of car.

MINNESOTA—No State law concerning the use of non-glare lights.

MICHIGAN—Headlights must be equipped with dimmers.

MISSISSIPPI—No State law concerning the use of non-glare lights.

STATE REGULATION OF LIGHTS—(Cont.)

MISSOURI—Headlights must be controlled so that rays do not rise above 42 inches. Lights must not be brilliant, but must be diffused. Searchlights must be directed downwards at the same angle as headlights.

MONTANA—Headlights must be equipped with dimmers.

NEBRASKA—Lighting devices of over 4 candle-power not permitted, unless light beams 75 feet from front of lamps shall not rise more than 42 inches from ground level.

NEVADA—Lights must be non-glare; beams must not rise more than 42 inches above road level.

NEW HAMPSHIRE—Lighting devices of over 4 candle-power not permitted unless beams are so controlled as not to rise more than 42 inches from ground level at a distance of 75 feet from front of car.

NEW JERSEY—Only non-glare lights permitted, except in cases where beams do not rise to a greater height than 54 inches. Spotlights not permitted, except for the purpose of discerning signs or numbers on houses.

NEW MEXICO—No State law concerning the use of non-glare lights.

NEW YORK—Law provides that no beams of headlights shall rise more than 42 inches above ground level at a distance of 75 feet from front of car. Auxiliary lights covered by the same restrictions.

TEXAS—Only non-glare lights permitted. Beams must not rise to a greater height than 4 feet above road level.

UTAH—Lighting devices over 4 candle-power must control beams so they do not rise more than 42 inches above ground level at a distance of 75 feet from front of car.

STATE REGULATION OF LIGHTS—(Cont.)

VERMONT—Only non-glare lights permitted, except in cases where beams are so controlled that they do not rise more than 42 inches above road level at 75 feet from front of car.

VIRGINIA—Light beams must be so controlled that they do not rise more than 42 inches from ground level 75 feet from front of car.

WASHINGTON—Non-glare lights of not more than 27 candle-power permitted.

WEST VIRGINIA—No State law concerning the use of non-glare lights.

WISCONSIN—Headlights must be equipped so there will be no glare.

WYOMING—Dimmers required for all headlights. Use of spotlights restricted for emergencies, or when rounding curves or turning corners.

CANADA

NEW BRUNSWICK—Lights must have dimmers or non-glare devices.

NOVA SCOTIA—Lights must be equipped with non-glare devices.

ONTARIO—Movable searchlights not permitted.

QUEBEC—Dimmers must be used in business sections.

MANITOBA—Non-glare devices which have been approved permitted. No searchlights allowed.

SASKATCHEWAN—Headlights must be equipped with permanent dimmers.

BRITISH COLUMBIA—Searchlights and intermittent flashlights prohibited.

AUTOMOBILE INSURANCE EXPLAINED

INSURANCE is a provision for the distribution of risks; it is a financial provision against loss from unavoidable disasters. The protection which it affords, takes the form of a guaranty to indemnify the insured if certain specified losses occur.

AUTOMOBILE LIABILITY:

Protects the owner against loss for personal injury to others, including death, resulting from any accident due to ownership, maintenance or use of the automobile. This policy covers the operation by the owner, or by any person with the permission of the owner. Policies may also be issued restricting the coverage to owner-driven and no business use, at a reduced rate. We recommend the first coverage, without any restrictions.

PROPERTY DAMAGE:

Covers the injury to, or destruction of property of others. This insurance can be made to include loss of use of property of others. This coverage may also be written restricting the car to owner-driven and no business use, at a reduced rate. We recommend the first coverage, without any restrictions.

COLLISION:

Covers against actual loss or damage to the insured automobile caused by accidental collision with any other object. Excludes damage caused while in any race or speed contest, or while operated by any person under the age of sixteen or under the age limit fixed by law. Excluding also damage to any tire, due to puncture, cut, gash, or blow-out, or other ordinary tire trouble. Loss to tires is covered where caused in an accidental collision, which also causes other loss or damage to the automobile. There are three forms of collision, as follows:

Full coverage, covering all damage to the car.

\$50. Deductible.

\$100. Deductible.

Under both deductible forms the amount which the clause calls for is deducted from the amount of each *and every* loss.

AUTOMOBILE INSURANCE EXPLAINED-(Cont.)

FIRE, THEFT AND TRANSPORTATION:

Cover fire arising from any cause whatsoever and lightning.

Theft, robbery or pilferage, except by any person or persons in the assured's household, service or employment. Excepting also wrongful conversion or secretion of the car, by the mortgagor or purchaser under mortgage, conditional bill of sale, or lease agreement; and excepting tools and repair equipment, except in case of total loss of the automobile.

Transportation covering while being transported in any conveyance, by land, or water, stranding, sinking, collision, burning or derailment of such conveyance, including general average and salvage charges for which the assured is legally liable. Two forms are used, valued and non-valued.

EXTRA COVERAGE:

Tornado coverage, insuring against the perils of tornado, cyclone or wind storm.

Other additional coverage, insuring against earthquake, explosion (excluding rupture of tires), and general accidental and external discharge or leakage of water.

ROBES POLICY:

Covering on baggage, contents (excluding merchandise, jewelry, currency, etc.), and other personal effects, being the property of the insured or any member of the insured's family or servants accompanying the insured or his family, against all risks of fire, theft, lightning, navigation and transportation, while contained in an automobile.

POINTERS ON AUTOMOBILE INSURANCE

1. The law requires you to carry Compensation Insurance where a chauffeur is engaged to operate either a pleasure or commercial car for business.
2. When an automobile is mortgaged, or used for renting purposes, be sure to mention these facts when taking out insurance, for if this is not stated in the endorsement of the insurance company's policy, in the event of accident, you might forfeit entirely, or have considerable difficulty in establishing a claim.
3. It is recommended in taking out Property Damage Insurance, to be covered also, for loss of the other man's property. For example: You run into a Doctor's car, doing damage to the amount of \$400. The doctor sues you for this, and "loss of use of the car and loss of practice." Are you covered in your Property Damage policy for this?
4. Collision Insurance. We do not advise the \$50 or \$100 Deductible Clauses, especially in large cities, where the possibilities of frequent collision are great. Under either one of these clauses the Company deducts the amount stated from the amount of your loss. Where an owner meets with more than one loss, his loss is always greater than the amount he saves by taking the deductible form of collision policy.
5. Where additional equipment is added to the car, after the policy has been issued, the Company should be notified, otherwise this would not be covered under the average policy.
6. Where an owner has two bodies, a specific amount should be stated on each body and also the chassis, so that in the event of loss, the company will be liable for the amount as stated on each item.
7. In taking out Liability Insurance, we suggest a coverage that will protect you for anyone driving your car, and to include business use. Do not accept any exclusion in order to secure a lower rate. Investigation of court records show that in many cases *involving suit* for liability, judgments awarded

POINTERS ON AUTOMOBILE INSURANCE—Cnt.

range from \$10,000 to \$50,000. We recommend Liability Insurance Coverage for at least \$15/25,000. This will give you good protection.

8. Insurance companies make reductions on rates for the following:

On fire rate—15 per cent for fire extinguisher.

On fire rate—25 per cent for non-valued policy.

On theft rate—20 per cent for permanent enclosed body.

On liability and property damage—20 per cent for restricting the operation of the car to the owner only, and excluding business and professional calls.

On liability and property damage—8 per cent for excluding business or professional calls.

Where a man has more cars than chauffeurs, for the number of cars in excess of chauffeurs, 75 per cent reduction can be secured on the premium.

IN CASE OF ACCIDENT

(What you should do)

1. DON'T GET EXCITED.
2. Notify insurance company or broker at once.
3. Do not delay for details.
4. Give the following information:
 - (a) Kind of accident (collision, liability, property damage or fire).
 - (b) Date of accident.
 - (c) Place where accident occurred.
 - (d) How it happened.
 - (e) Approximate amount of damage.
 - (f) Where car can be seen.
 - (g) Name and address of other party to collision. License number.

POINTERS ON AUTOMOBILE INSURANCE—Cnt.

- (h) Damage done to other party's car, if any.
- (i) Where car can be seen.
- (j) Injury to person or persons.
- (k) Names and addresses of injured
- (i) Names of three witnesses. Addresses. Phone numbers.

RATE TABLE
SHOWING CHARGES WHERE POLICIES ARE
CANCELLED—DURING THE YEAR

Time, Days	Percentages to be charged or retained	Time, Days	Percentage to be charged or retained	
1 day	2%	60 days	30%	(2 mo.)
2 days	4%	65 days	33%	
3 days	5%	70 days	36%	
4 days	6%	75 days	37%	
5 days	7%	80 days	38%	
6 days	8%	85 days	39%	
7 days	9%	90 days	40%	(3 mo.)
8 days	19%	105 days	46%	
9 days	10%	120 days	50%	(4 mo.)
10 days	10%	135 days	56%	
11 days	11%	150 days	60%	(5 mo.)
12 days	11%	165 days	66%	
13 days	12%	180 days	70%	(6 mo.)
14 days	13%	195 days	73%	
15 days	13%	210 days	75%	(7 mo.)
16 days	14%	225 days	78%	
17 days	15%	240 days	80%	(8 mo.)
18 days	16%	255 days	83%	
19 days	16%	270 days	85%	(9 mo.)
20 days	17%	285 days	88%	
25 days	19%	300 days	90%	(10 mo.)
30 days	20% (1 mo)	315 days	92%	
35 days	23%	330 days	95%	(11 mo.)
40 days	25%	345 days	98%	
45 days	27%	360 days	100%	(12 mo.)
50 days	28%			
55 days	29%			

HAVE YOU A
KEY-KARD?

No Car Complete Without It

It is a Hood and Ignition Lock and Identification Device and Mirror Combined. Aluminum and special construction. No wearing parts.

**POSITIVELY PREVENTS
THEFT OF THE CAR**

Price \$7.50 Each

Installed with Equipment \$2.50 additional.

It is a TRIUMPH OVER THIEVES.

Like a Bull Dog it is always on Watch.

15% allowance on theft
insurance premium.

With small Key-Kard in your pocket you carry on your person the only device to start your automobile, and when the car is not occupied the word "WATCHED" is exposed.

A Responsible Dealer in every town. If none yet selected in your town write us for our distributing proposition.

KEY-KARD CORPORATION
Park Row Building New York City

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